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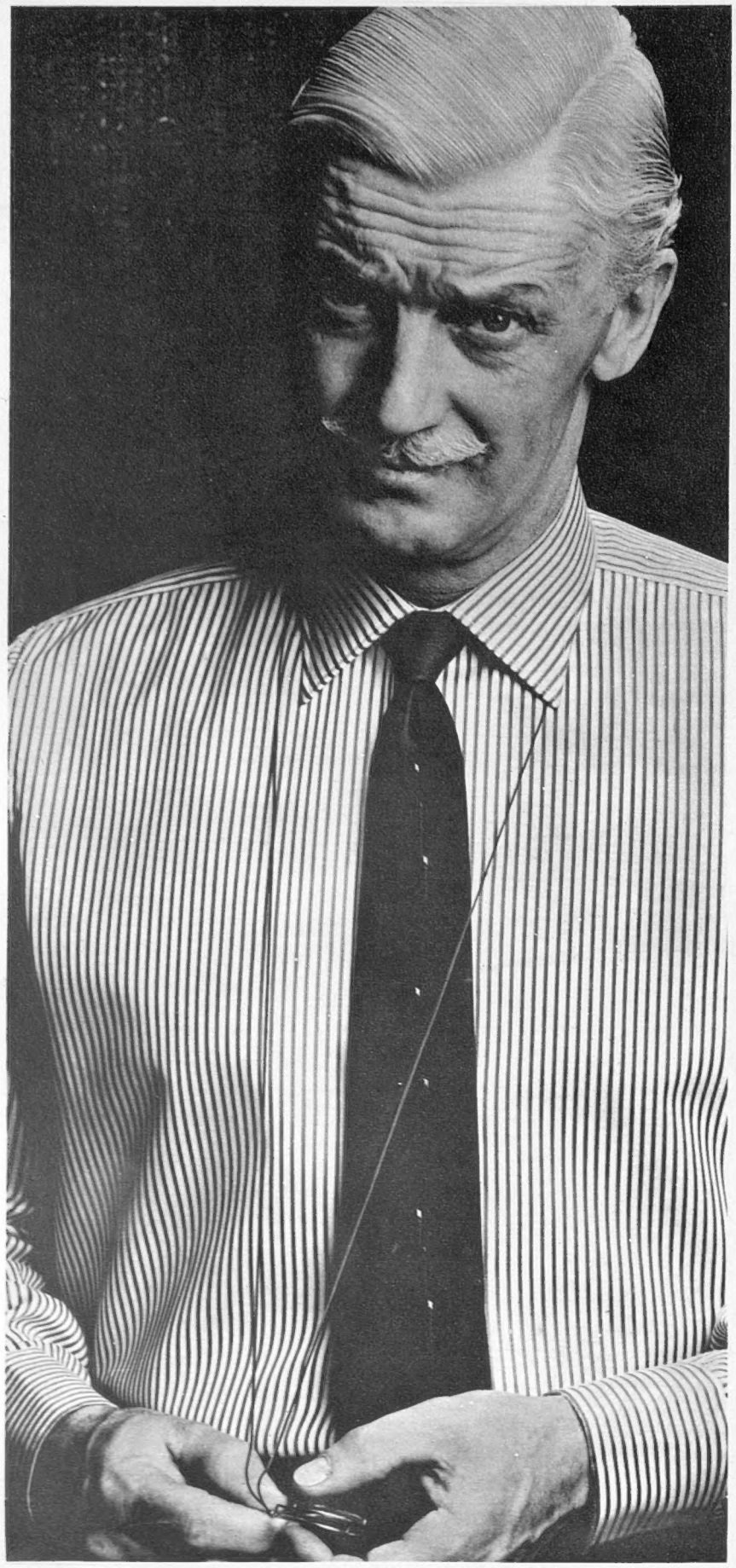

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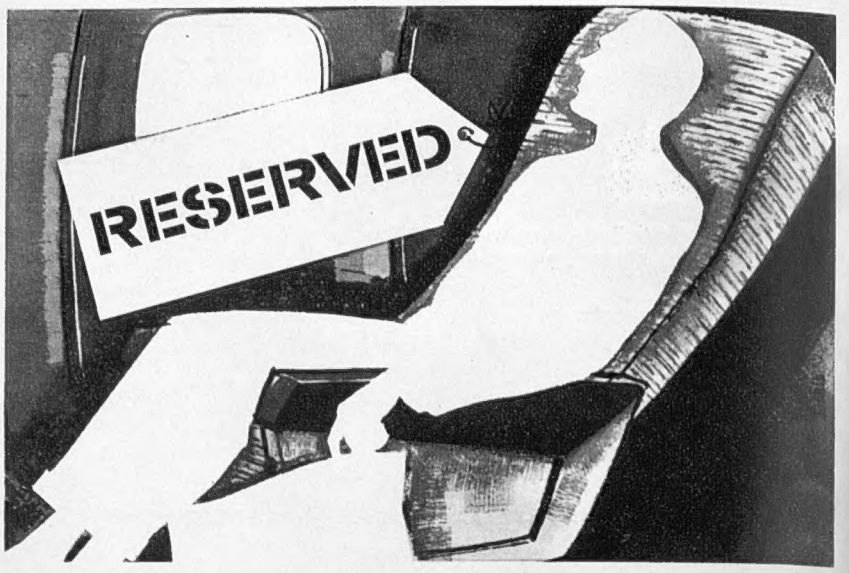

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Volume CCXLV No. 3183

THE SPHERE

LONDON, June 3, 1961

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NON-PARTY LINES IN MOSCOW

Mr. Khrushchev watches model railway exhibits in the British Trade Fair in Moscow. Mr. Mikoyan is on the extreme left. Also with the Soviet Prime Minister at the stand of Meccano Limited are Mr. Norman Craig, Export Manager of Meccano Limited (left foreground), and Mr. Reginald Maudling, President of the Board of Trade (behind Mr. Khrushchev). Mr. James Brewster and Mr. Clive Derby, of Industrial and Trade Fairs Limited, stand in front, centre to right. The Fair, which has been attracting vast crowds, closes on June 4. Saturday, June 3, Mr. Khrushchev starts his two days of meetings with President Kennedy in neutral Vienna. The purpose of their talks is to have a general exchange of views. There is no intention of negotiating on any major international problem, but it is believed Mr. Kennedy will urge on Mr. Khrushchev the need for concluding a nuclear test ban agreement. The American President goes to Vienna from Paris, at the end of his visit to President de Gaulle. After his meeting with Mr. Khrushchev he is to fly to London

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NEWS SUMMARY

All eyes on Vienna; problems of the Common Market; American plans for a Man-in-the-Moon; Lord Home in Spain and Portugal; future of the West Indies

INTERNATIONAL

As May gave way to June the chief focus of world attention was **Vienna,** where very strict security precautions were being prepared for the meeting between President Kennedy and Mr. Khrushchev. Another place in the news was **Geneva,** where three major conferences were in progress. No developments were expected in the Three-Power nuclear test ban talks until after the Kennedy-Khrushchev conversations. It was hoped a meeting between Mr. Malcolm MacDonald, the permanent head of the British delegation, and Mr. Pushkin, of Russia, on Monday might break the deadlock in the Laos talks (see also page 362). The third conference, that of the General Agreement on Tariffs and Trade (GATT), which began last September, was expected to enter a new phase with discussions on reduction of tariffs among the thirty-seven countries represented. Negotiations were expected to be very protracted owing to the question of adjusting the relationship between the Six of the Common Market and the others.

GREAT BRITAIN

With the reassembly of Parliament on May 30, it was anticipated Members would press Ministers to clarify Britain's intentions regarding the Common Market. The controversy over whether she should join the Six is not being conducted on strict party lines. In both the Conservative and the Labour camps there are some in favour of making such a move and others opposed to it. One of the basic problems is Britain's trade relations with the Commonwealth, which has preferential trading agreements with Britain. Last week senior officials of the Commonwealth met in **London** to discuss this matter. Recently the older Commonwealth countries—Canada, Australia and New Zealand—have expressed opposition to Britain entering the Common Market. On the other hand, the Afro-Asian states seem to have no objections but believe that British membership would help them to improve their own trade with other European countries. It is understood Britain will keep the Commonwealth fully informed of any developments in her negotiations with the Six.

Several questions were down for the Prime Minister regarding Mr. Butler's speech at a private dinner in Madrid. The Spanish translation, issued by the Spanish Foreign Ministry, left some doubt as to whether he had said it was a "real shame" or "real pity" that Spain had been left for so long outside international life. Labour Members wanted to know whether the Home Secretary's remarks indicated Britain was intending to back Spain into Nato.

Mr. Ben-Gurion, the Prime Minister of Israel, is due in London on June 2 for a five-day visit on his way home from the United States. (See also John Connell, page 366.)

The Queen's Colours of the Imperial Light Horse are paraded through Johannesburg before being laid up for the last time on the withdrawal of the Republic of South Africa from the Commonwealth

THE UNITED STATES

Before leaving for Europe, President Kennedy made a number of speeches in which he re-stated his determination to improve the U.S. position in world affairs. In a special address to Congress in **Washington,** he asked for a much larger space programme so as to put an American on the moon before 1970 and more money for foreign aid and for equipping the armed forces to fight limited wars. The bill for this programme would be £2,500,000,000 to £3,000,000,000 over the next five years for the space programme; £673,000,000 in the coming fiscal year for military aid; and £946,000,000 for foreign aid.

In a speech just before his forty-fourth birthday, celebrated last Monday, President Kennedy, addressing a Democrat rally in Washington, spoke of his imminent meeting with Mr. Khrushchev. He said that his intention was to go to Europe because it was "indispensable for leaders of nations to have an understanding of the men with whom they must deal." He did not believe that Summit meetings were a substitute for hard, diplomatic bargaining at all levels. During his campaigning for the Presidency, Mr. Kennedy repeatedly made this point. A further part of his speech was devoted to his determination to emphasise that the U.S. would resist to the end all those who were seeking to destroy human freedom.

PORTUGAL

At the end of his visit Lord Home gave a Press conference in Lisbon last Sunday. The British Foreign Secretary said he had not come "to teach the Portuguese how to run their own affairs." He had had "long, useful and very frank" talks with Dr. Salazar, the Prime Minister, and Dr. Nogueira, the Foreign Minister. The conversations had been concerned with Africa and also "a wider front." Lord Home had nothing to say about reports in the London Press that he had warned the Portuguese Ministers that they must change the presentation of their case in Africa if they wished for continued support from Britain in the United Nations. "It is for Portugal to tell the world what are its objectives in Africa," he declared. From Lisbon, Lord Home, accompanied by Lady Home, went to **Madrid** for his official visit to Spain.

SOUTH AFRICA

The official celebrations of the birth of the Republic were held last Wednesday, May 31. There were strict security precautions for the Presidential inauguration in Church Square, **Pretoria.** In the days before the celebrations the atmosphere was as tense as during the disturbances last year. An underground African organisation, led by Mr. Nelson Mandela, called for a three-day general strike by all Africans, starting last Monday. For three weeks beforehand, stringent police precautions were undertaken to minimise any effect of such a strike.

WEST INDIES

Representatives from the ten islands which are the constituents of the West Indies Federation reached London early this week for the Constitutional Conference, opening on May 31 in Lancaster House. The purpose of the talks is to decide on the form of government when the West Indies become fully independent. Some delegates favour a strong central Federal Government. Others believe that considerable power should remain with the local governments on each island.

KENYA

At **Nyeri,** 120 miles from Nairobi, a meeting of 20,000 Kikuyu last week-end denounced the rise of Mau Mau oath-taking and subversive activity. This was the first African rally held in Kenya since the elections three months ago. The speakers were mainly Kikuyu members of the Legislative Council, but included Mr. Oginga Odinga, vice-president of the Kenya African Nationalist Union. Kanu is mainly supported by the Kikuyu, while its rival, Kadu, is supported by pastoral tribes traditionally hostile to the Kikuyu.

An alleged Mau Mau oath-taking ceremony was reported to have taken place at **Meru,** some 60 miles from Nyeri, in which 1,000 tribesmen participated.

THE NEWS IN PICTURES

RESCUING BELONGINGS FROM THE SWEEPING FIRE IN SINGAPORE

The fire which broke out last week in the Tiong Bahru area of Singapore was the worst in the city's history. It blazed for many hours despite the efforts of the city's police and firemen and British army firemen and technicians to control it. Over three square miles of the city's thickly populated squatter area were devastated, the flames engulfing the flimsy wooden huts and five blocks of flats put up to house victims of a similar fire two years ago. More than 6,000 people were made homeless. The day the fire broke out was a public holiday in Singapore, the Muslim festival of Hari Raya Haja, and it was some time before all firemen and police could be recalled to duty

HERR STRAUSS IN LONDON

The West German Minister of Defence enters No. 1 Carlton Gardens in London for a luncheon with Mr. Harold Watkinson, Britain's Defence Minister, who is behind him. The purpose of Herr Strauss's visit to London last week was to discuss West German purchases of British weapons and equipment. At the end of his talks with British Ministers it was understood West Germany would place contracts worth several million pounds with British firms. It was also reported West Germany would back the proposed European space satellite, to consist of British and French missiles

A PRESENTATION TO DR. FISHER

In Lambeth Palace, London, Dr. Geoffrey Fisher, who retired from the Archbishopric of Canterbury on May 31, holds the silver crozier which had just been presented to him by Bishop Stephen F. Bayne (right), the Anglican Executive Officer. Archbishop Beecher of East Africa is on the extreme left and next to him is Dr. Macinnes, Archbishop in Jerusalem. Thirty-three archbishops and bishops, fellow metropolitans of the Archbishop of Canterbury in the Anglican Church, had subscribed to present him with the crozier. On his retirement Dr. Fisher became a life peer. He is to be succeeded at Canterbury by Dr. A. M. Ramsey

YOUNG CONSERVATIVES IN LONDON

Surrounded by banners and slogans, Mr. Christopher Chataway, M.P., addresses a meeting of Young Conservatives in Trafalgar Square from the plinth of Nelson's Column. The rally was held as the climax of a six months membership campaign by the Young Conservative organisations. There were five speakers at the meeting. In his three short speeches, Mr. Chataway attacked those who supported unilateral nuclear disarmament, discussed the failure of Socialism, and spoke of Britain's three circles of association—America, the Commonwealth, and Europe. Much of the meeting was devoted to a condemnation of unilateralism

General Chang Do Yung, leader of the military junta in South Korea, strengthened his position in the country last week after his successful *coup d'état*. The Supreme Council for National Reconstruction, as the junta is known, banned all political activity. Over 2,000 people were arrested. Many former leaders were placed under house detention. Formal contact was re-established with the U.S. Embassy and the American Aid Mission, but the junta rejected a draft agreement reaffirming the operational control over all South Korean forces of General Magruder, the U.S. Commander-in-Chief of U.N. Forces in Korea. After this *impasse*, General Chang Do Yung proposed to visit Washington to meet President Kennedy and to discuss with him the aims of the military junta. According to U.S. sources no invitation was issued to General Chang Do Yung and such a visit was "not practical at the present"

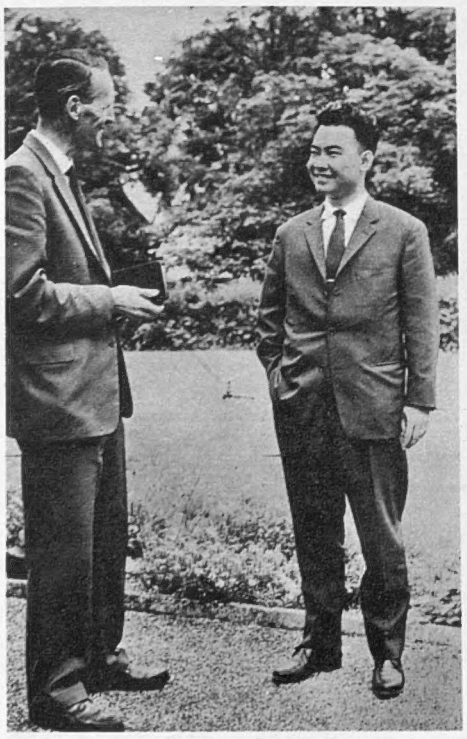
MILITARY CONTROL OF SOUTH KOREA—A MARINE SETS UP A MACHINE GUN IN SEOUL

After the opening session of the Evian Conference, M. Louis Joxe, the Minister for Algerian Affairs, leading the French delegation expresses "moderate optimism." Left is M. Thibaud, the spokesman of the delegation. **Far right:** Members of the Algerian Nationalist delegation arrive for the conference. From left they are Mr. Krim Belkacem, Mr. Ahmed Francis and Mr. Boumendjel. At the start of the conference, being held in great secrecy, it was announced that President de Gaulle had ordered a one-month unilateral cease fire. Last week's talks were reported to centre round the possibility of a formal cease fire. The guarantees of Algerian self-determination were clarified to the satisfaction of the Algerians

M. JOXE AT THE EVIAN TALKS ON ALGERIA

MEMBERS OF THE ALGERIAN NATIONALIST DELEGATION

The spokesman of the Royal Laotian Government delegation to the 14-nation conference on Laos in Geneva, Mr. Sisouk na Champassak, confirmed at the end of last week that the Royal Laotian delegation would not sit as equals at the conference with the Pathet Lao and Souvanna Phouma delegations. France submitted the first detailed proposals for a neutral Laos guaranteed internationally. Later the conference broke up without reaching agreement on future working plans for a settlement. Sharp differences between the Western delegates and those from Russia and China were revealed over the question of whether further instructions should be sent to the International Control Commission supervising the cease fire in Laos. Mr. G. Pushkin, the Soviet deputy Foreign Minister and deputy co-chairman of the conconference, refused to agree to the instructions requested by the Commission's chairman



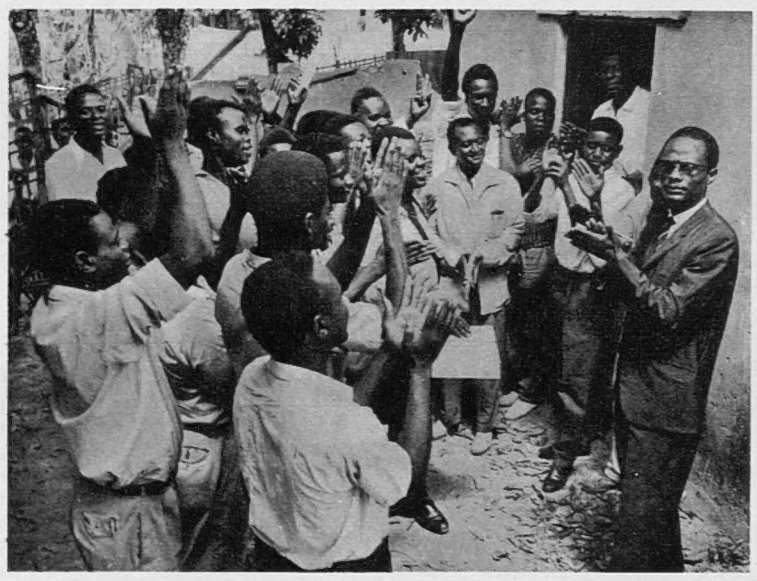
ROYAL LAOTIAN SPOKESMAN

RIGHT-WING GUERRILLAS IN LAOS

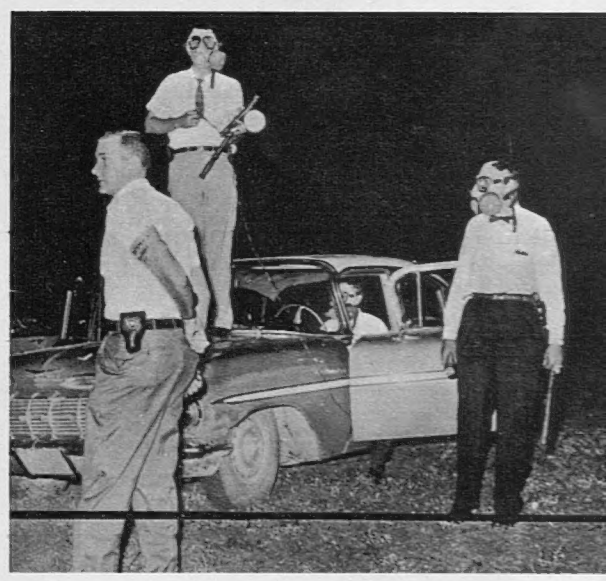
THE NEWS IN PICTURES

REFUGEES FROM ANGOLA IN CONGO

Villagers from Angola who have fled over the border into Congo camp out in the courtyard of a mission hospital at Kimpese, about 250 miles from Leopoldville. The League of Red Cross Societies stated in Geneva last week that about 40,000 refugees from Angola were in Congo. Some were suffering from wounds and many were in a weakened condition. Their presence in villages along the frontier had brought a serious threat of famine. Reports from Angola itself said that with the arrival of military reinforcements from Portugal a big drive was being started against the insurgents. Large numbers of Africans had been arrested and in the northern areas of the country there had been several clashes between Portuguese troops and insurgents. Mr. Roberto Holden, Leader of the Angola People's Union, which is backing the Angolan insurgents from Congo, declared in Leopoldville that 25,000 Angolans had been killed by the Portuguese but he was preparing to counter any new Portuguese offensive. The Angola People's Union claims to have 50,000 supporters in Angola. According to Mr. Holden, they are receiving no military help from outside. From Lisbon there were reports of Soviet ships off the Angolan coast, reputedly engaged in hydrographic work. In the United Nations in New York a sub-committee was announced to inquire into the Angolan situation



MR. ROBERTO HOLDEN (EXTREME RIGHT) IN LEOPOLDVILLE



U.S. MARSHALS IN MONTGOMERY, ALABAMA

THE "HATE BUS" OF THE "AMERICAN NAZI PARTY"

A BUS CARRYING "FREEDOM RIDERS" ON FIRE IN ALABAMA

George Lincoln Rockwell (extreme left) briefs members of his "American Nazi Party," which has only a handful of known adherents, before they set out on a tour of the South, shouting violent anti-desegregation slogans. Later Rockwell was arrested on a charge of disturbing the peace. His "hate bus" was one of the most disturbing features of the racial violence in Alabama last week. The latest crisis in the bitter war over segregation in the Deep South was set off by "freedom riders," testing the validity of segregation rules in inter-state bus travel, particularly with regard to "whites only" waiting rooms at terminals. Violence reached its height in Montgomery, Alabama, and Mr. Robert Kennedy, U.S. Attorney-General, drafted 600 Federal Marshals to the town. Governor Patterson of Alabama protested against Federal intervention in the State: he blamed the riots on agitators from outside Alabama. A judge, acting on the Government's request, gave an injunction against those interfering with "freedom riders." He placed the blame, in Alabama, on members of the militant Ku-Klux-Klan

King Hussein holds the hand of Muna al Hussein during their wedding. Sitting left is Hamzeh Arabi, a senior judge of the Muslim Sharia Court who conducted the ceremony

Bride and bridegroom drive through Amman after their marriage. **Right:** A close-up of them in their car

King Hussein of Jordan's marriage to Miss Toni Avril Gardiner, of Ipswich, who has taken the Arabic name of Muna al Hussein (" Choice of Hussein "), was held in the palace of the King's mother in Amman. It was a simple, brief ceremony, according to the Muslim rite. Bride and groom declared they were willing to enter into marriage, exchanged rings and signed copies of the marriage contract. Afterwards Muna al Hussein changed into a magnificent gown and drove, with the King, through Amman. Although there was much rejoicing in the streets, it was reported the marriage had been opposed by the Cabinet and by senior Army officers.

FOCUS ON ROYALTY

Princess Margaret and her husband leave London by car for Windsor. It was announced last week from Kensington Palace that Princess Margaret was expecting a baby in the autumn and would therefore undertake no more official engagements. The child will be fifth in succession to the Throne

Right: King Olav V of Norway walks with the Shah of Persia and Queen Farah at Oslo Airport. The Shah arrived for a seven-day State visit to Norway with his wife, but they cut short their stay and flew to Rome. They were due to leave Italy for Teheran last Tuesday. An atmosphere of mystery surrounded the Shah's movements, prompted, it was believed, by the tense situation in Persia following the recent appointment of Dr. Amini as Prime Minister. During Dr. Mossadeq's ascendancy in Persia in 1953, the Shah spent a brief period of exile in Rome

Princess Birgitta of Sweden and Prince Johann Georg of Hohenzollern drive in an open horse-drawn carriage through the streets of central Stockholm after their marriage. The Mayor of Stockholm officiated at the civil ceremony in the Hall of State of the Royal Palace. This was to be followed by the wedding according to Roman Catholic rights in Sigmaringen on May 30

Below: King Baudouin of the Belgians, President de Gaulle, Queen Fabiola and Madame de Gaulle stand outside the Elysée after a ceremony at the Arc de Triomphe in Paris. The Belgian Royal couple arrived in the French capital last week for a three-day State visit. It was their first official visit abroad since their marriage and was the first official visit by the Belgian Royal family to France since 1910

JOHN CONNELL

TRIALS AND AFFAIRS IN ISRAEL

Though it is expanding swiftly to the south, Jerusalem is still a small city. The fenced-in compound, inside which the trial of Adolf Eichmann is being held, is only a short walk away from the Knesset. Policemen, armed with sub-machine guns, guard all the approaches to the court-room. Passes are carefully scrutinised. Everyone is frisked for weapons. Vigilance is unrelaxed. Inside, day after day, the trial pursues its patient, stern course. Outside, the life of Jerusalem flows on cheerfully and ordinarily. Housewives bustle off to the new supermarket at the top of Mamilla Road. Tourists cash their travellers' cheques. Gangs of small boys get up to the kind of mischief natural to small boys. An imposing Pentecostal conference assembles. Ringletted youths, extremely orthodox Jews from Mea Sharim flit by on their mysterious errands. In the afternoon the cool, tingling wind blows from the mountains of Moab, and rustles the trees in the olive grove opposite the David Building.

The ordinary public are admitted to the trial. There is also, in a hall in a convent a couple of hundred yards away from the court, a closed circuit television relay, which anyone can go and watch—for ten minutes, for an hour, for the whole session. In its way this, I think, is even more revealing than the courtroom itself. For me it destroyed the illusion—created largely by the reports which I had read in English newspapers—that Eichmann is a little, harmless-seeming bureaucrat.

The camera holds him, for minutes at a time, in close-up. He wears his earphones, through which he has an instantaneous German translation of all the proceedings in Hebrew. Inside his glass box he is flanked, to left and right, by two massive young policemen, who wear their peaked caps over their noses—just like Guardsmen—and sit with folded arms. Every now and again Eichmann makes a note which he passes out, through a slit on his left, to a police officer, who carries it across to defending counsel, Doctor Servatius.

Mostly the prisoner sits, resting his chin on his right hand, his head held a little on one side. There is a strange upward twist to his thin lips. His permanent expression is of melancholy scorn. His smile is as baleful as it is rare. One of the prosecution's witnesses, a woman who had escaped with her child in a truck carrying potatoes out of Norway into neutral Sweden, told how she had bidden the little girl "to be a potato" during the journey. At this Eichmann smiled.

The procedure of the court seems very familiar to any British observer. Examination-in-chief and cross-examination are conducted on English lines. Judges and counsel are gowned, but not wigged. The president of the Court, Doctor Landau, is always courteous, patient and restrained. After they have taken the oath, the witnesses are seated. The prosecution has assembled a huge and terrible array of evidence, buttressed by documents. The judges have insisted that all must directly concern Eichmann; a general assertion of Nazi criminality is not enough for them. Yet it is through the accumulation of seemingly endless detail that the prosecution's case builds up.

Mr. Ben-Gurion, the Israeli Prime Minister, walks across London Airport with Mrs. Golda Meir, Israeli Foreign Minister, who had met him during a brief stop on his way to Canada for his five-day visit. Mrs. Meir had come to London during a short break in her recent tour of Scandinavia

Millions who died are mute. The few survivors must relive their own agonies, under the watchful gaze of Eichmann himself. But here is the irony which lies at the core of this extraordinary trial: Eichmann himself relives his own past in the horrors that are described. The mask of littleness, which he wore in all the years of hiding in the Argentine, is dropped. He rediscovers his own image—the man who planned, organised and carried through to the end the complex, difficult, large-scale operation called "the final solution." A perverse satisfaction glows in him, face to face as he is with justice, in Jerusalem, the city of the Jews.

Nineteen years ago this summer, in the weeks before the Eighth Army stood at Alamein and thrashed Rommel, I had to plan, in Jerusalem, a stay-behind party which I would have commanded. I, like the prosecution's witnesses, like the defendant in his glass box, rediscovered the past. In one aspect at least the trial is an elaborate history lesson; critics of it—and in Israel they have been far from silent—have asked whether it is worth all the trouble. The answer surely lies in the inescapable fact that, if Adolf Eichmann had had his way in the Middle East as in Europe, Jewish Jerusalem would have been obliterated. Judges, counsel, police, spectators, the children playing in the street beyond the fence, the taxi drivers, the Wizo ladies (Women's International Zionist Organisation), the members of the Knesset, the guard at the Knesset door (who wear a dark blue Balmoral bonnet with a woollen bobble on top), would all have been foully and brutally murdered.

In all the schools in Israel there is, every day, an hour's compulsory listening to the broadcast of the trial. After a witness had described the massacre of some 15,000 helpless men, women and children, a seven-year-old girl asked "But where was our Army?" To the young Israelis it seemed at first inconceivable that their people could have gone unresisting to slaughter; but as the hideous story has unfolded they have come to the sombre recognition of the way in which, before physical liquidation, morale could be shattered. The deceitfulness and the shame seem to them just as criminal as the actual process of murder; and they rejoice grimly in any evidence of Jewish resistance, as in the Warsaw uprising.

Virtues such as soldierly courage and patriotism have a very real meaning in Israel; a new generation, which has grown to manhood since the establishment of the State, has now to adjust itself to the idea of a fortitude which sustained men and women in the filth of Belsen and Auschwitz. This is proving to be a salutary experience.

In general in Israel—not only as a consequence of the Eichmann trial—there is a great deal of arduous re-assessment being done. The echoes of the complicated Lavon affair still rumble disturbingly. The Prime Minister is stubborn and angry, Churchillian in his dogged persistence, Churchillian too in his flashes of magnanimity. Mr. Sharett, who has been withdrawn from public life ever since his replacement as Foreign Minister by Mrs. Meir, is making an effective come-back as head of the Jewish Agency; but so long as Mr. Ben-Gurion is Prime Minister there is no place for Mr. Sharett in the Cabinet.

The Lavon affair has been followed by what is being called the Beer affair. Dr. Yisrael Beer, who faces a term of life imprisonment if he is convicted on charges of espionage for which he now awaits trial, has been at the heart of Israel's small but powerful Establishment. As a military historian he has had, over many years, access to a great deal of high-grade security information. He is accused of "delivering secret information with intent to impair the security of the State."

His arrest was upsetting enough; now it is being widely asked, "What revelations will the trial bring?" It would ill become a British commentator, conscious of the Lonsdale trial and the Blake trial, to be captious about Israel's security defects. But Israelis themselves are extremely perplexed.

An election looms; a new political grouping, the Liberal Party, which is a genuine merging and not a coalition, is going to take the field. Its manifesto proclaims (in British terms) a respectable, Bow Group kind of Toryism. Whether it can, in present conditions, make much headway is debatable; for present conditions are, on the surface at any rate, remarkably favourable to Mapai and its allies in the present Coalition Government.

Immigration is increasing, the standard of living has gone up by leaps and bounds, the Tel-Aviv Stock Exchange flourishes, land values rise steadily, industry is humming with activity, and El-Al, Israel's principal airline, is testing the first of its new Boeing 707 fleet. There is a splendid new golf course at Caesarea, given to the country by the late James de Rothschild and his family. There are parking meters in Jerusalem and at Lod Airport, and the roads at holiday-time are as traffic-laden as ours in Britain. The vitality and the zest of it all have to be set against the dark background of the story which is being told as the days lengthen into weeks in that courtroom in Jerusalem.

The Queen and the Duke of Edinburgh wave from the Royal train as they leave Liverpool during their two-day visit to the north-west of England. They had attended the ice show *Snow White and the Seven Dwarfs*. Proceeds of the performance go to the Outward Bound Trust to help to build a new school. One of the Queen's first engagements of her visit was to open Manchester's new Courts of Justice, built to replace the city's Assize Courts at Strangeways, destroyed by bombs during the war. The new Courts cost over £1,200,000. From Manchester Queen Elizabeth and Prince Philip went to Salford before travelling to Liverpool and St. Helens

GOOD-BYE TO LIVERPOOL

b

The Queen and Princess Anne arrive for the Whitsun polo match on Smith's Lawn, Windsor Great Park

The Duke of Edinburgh climbs into a helicopter at Lasham, in Hampshire. He flew the aircraft during his visit to the National Gliding Championships

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

COME TO THE FAIR. In great numbers the Russian people came to the Fair in Moscow to gaze at the exhibits, the models and the machinery, and to listen to the pipers. I know that the Moscow Fair was not for certain like other trade fairs where those who "came to see remain to buy." Hundreds of British firms took a chance on it at their own great expense in high hopes that somehow the appeal of their splendid products would not only attract private buyers but bring in big orders. But private initiative in Russia is not free and unfettered as in the West. Big Brother has the overriding say in what private firms may import, and one *quid pro quo* for what Big Brother sanctions is a commodity particularly embarrassing to Britain, Russian oil. We are of necessity committed to sterling oil, and the import of Russian oil in quantity would certainly cause repercussions on the Middle East oil lands and a wail from our native coal industry. Still, we don't know very much about conditions in Russia. We get a hint now and then that Big Brother's eyes are not so completely "all over his head" as a decade back, and that Western features are infiltrating into the U.S.S.R.'s social and political life. Some of these features may be frowned on by authority in Russia, but some may turn to the advantage of Western traders. And Mr. K. himself encouraged the hope that the Russians might enjoy more grace and comfort in their lives. I hope that our enterprising shopkeepers will at least get their money back with a reasonable dividend; and if the British exhibits at the great Fair prove to have been more admired than bought and paid for, at least they will have given the Russian people proofs that the Western democracies are not yet back numbers and museum pieces, and that the Western way of life still possesses features, comforts and gadgets which the Russians would be very glad to enjoy. So, the Moscow Fair has proved quite a good argument for promoting peaceful co-existence and against blasting all these pretty, graceful toys and labour-saving devices with an H-bomb.

TRADE UNION FOR CLERGY. The words "Trade Union" have not perhaps so pretty a sound as in the constructive years following the Tolpuddle martyrdoms. Sometimes they have suggested in recent years a greater emphasis on securing benefits than keeping bargains, but undoubtedly the words still signify a powerful weapon in the hands of labourers in all kinds of vineyards. The mouthpieces of the Church of England and of the Free Churches last week both agreed that trades unionism for those in the service of God was contrary to the idea of self-sacrifice and service implicit in that vocation. "The service of God" was used no doubt in a restricted sense. Presumably an agricultural labourer might be doing his job also in the service of God. But, keeping to the strict definition, it might be argued that the alternative safeguards—the Church and the Laity—have not managed to secure for the clergy their rights and reasonable financial security anything like as quickly and successfully as have trade unions for workers in other fields. Reasonable financial security for parsons was defined as "a steady, middle-class position, similar to a doctor or a lawyer, not wanting for anything but not wealthy." I should suppose that Deans and even Bishops, if they were capable of sordid jealousies, might to-day compare their lot unfavourably with many a doctor or lawyer. As for the average parson . . . ! But the words trade union are repugnant; hold the threat of strikes and joint action, shocking in school teachers, revolting in parsons. "Once you have bargaining between employer and employee, an atmosphere creeps in that is undesirable." I do not contradict that, and I have no doubt a majority of parsons do not dispute the rejection of the

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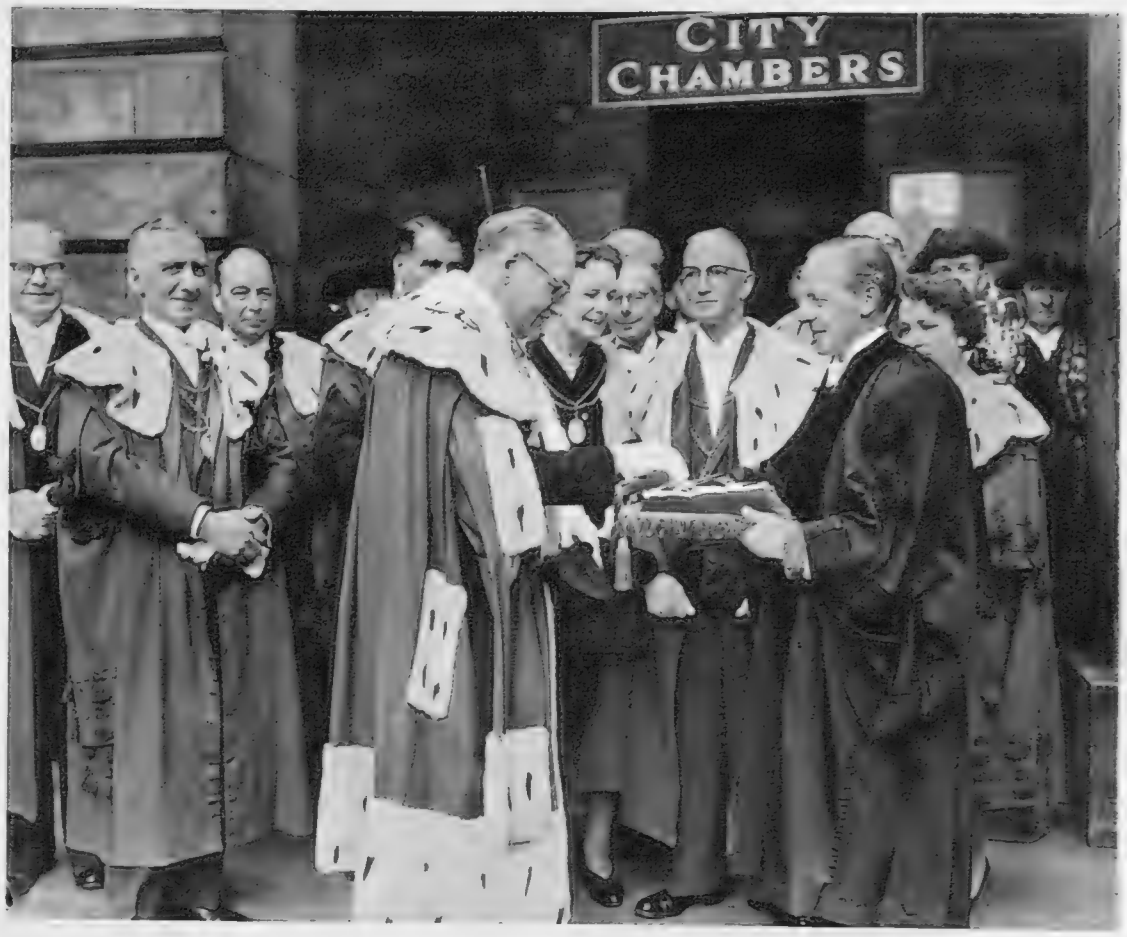
trade union suggestion. "*Mais, monsieur, il faut vivre*" might be whispered by a parson's wife, here or there, but hitherto not loud enough for the Church or the Laity, if they could and would, to secure for the parsons that "steady, middle-class position similar to a doctor or lawyer."

A WAY WITH PARASITES. Even to Communist paradises, some of the evils of Western civilisation creep in and infiltrate. Take Miss Smolenskaya, the shorthand typist who abandoned her machine and took to soaking brandy on her mother's pension. She has got four years' exile. Mr. Snorkin, too, has been exiled for refusing to work. I wish our Snorkins could have the same fate. We do not need them and would not miss them. In our affluent society they buy cars and TV sets on public assistance. I should resent their inactivities less, if they lived on their mother's pensions and not on me. Parasites they are, and not the only type of parasite, though it would be invidious to define the word exactly. Some of us think that many lucrative recreational careers are parasitical, but these at least we need not directly subsidise unless we wish. We need not subsidise the pansies and the gigolos. But it does give some reasonable excuse for an Iron Curtain to protect the Russians from Western germs; still more if it protects Russian leaders from indoctrination in the lethargy, apathy and toleration of Western Governments with parasites. Well may Mr. Khrushchev regard our affluent society as an effluent society and take harsh steps to stamp out Western contagion in Russia. As for the precise definition of Western parasites, I dare say, gentle reader, you have "got a little list," as I have. And they 'd none of them be missed by you and me. But Mr. Butler and Mr. Macleod and the rest of them in authority are more tolerant of *dolce far niente*; and Parasite Avenue, while it is still being explored, will remain a paradise for a minority for some time to come.

"SAID TO BE OVERDONE." A false picture of our normal way of life is given by many television programmes, according to the Pilkington report on broadcasting. Drinking on TV is "said to be overdone" among other fashions which old stagers still call vicious, such as continuous raucous screaming among quarrelling spouses, lechery and cuckolding. And when a local authority bans a TV feature occasionally on such counts, I find myself on the side of the angels (or pussy-foots) rather than on the side of the outraged producers who take their stand on art for art's sake and on faithfully depicting modern life and seeing it whole. For the truth is, if this be modern life, it isn't whole. A majority of our race, I believe, is still backward, even primitive. Some of us are too poor, even to-day, to "pour" double Scotches all day long and too absurdly old-fashioned to enjoy hysterical screaming matches in adulterous bedrooms, or knifings in the "lounge." We have our vices, but, like the hypocritical Victorians we are, we try to keep them secret from our relations and neighbours and to hide them in cupboards, soundproof and sightproof for choice. I tremble to think what a flop on TV would be a documentary film depicting the nightlife of my family (whose sins are as scarlet) or of my neighbours. An evening of weeding in the garden, half a glass of vin rosé at dinner, reading *The Times*, listening to the news, letting out the dog, darning some socks and so to bed, each in his or her own bed. What a life for modern men and women in this age of opportunity! Small wonder if the rising generation and the teenagers glue their eyes to TV for longer daily hours than they spend in classrooms. The primitive existence of their parents is driving them to seek romance and a "modern way of life" on the screen. We ought to be ashamed of ourselves. We ought to enjoy life, soaking whisky, cursing each other with screams or strangled mutterings, breaking the china and smashing jaws. We are losing all the sweets of our affluent society. We are those contemptible creatures who "know nothing about art but know what they like."



The Lord Provost of Edinburgh, Mr. J. Greig Dumbar, receives the keys of the City outside the City Chambers in the ceremony at the beginning of the General Assembly of the Church of Scotland

Left: Mr. P. G. Mason, headmaster of Aldenham School, Hertfordshire, has been appointed High Master of Manchester Grammar School. He is with some of his pupils at Aldenham. Mr. Mason will succeed Lord James of Rusholme, who is to be first Vice-Chancellor of York University

THE CAUTIOUS APPROACH. All countries are concerned with death on the roads. Britain, perhaps, where the roads remain among the most antiquated, screams loudest and approaches the problem most "cautiously." The Americans have bowed to the inevitable; many European countries are moving towards permanent speed limits. In Britain, Mr. Marples still tinkers with short experimental stretches for brief periods—a few hundred miles of the 8,000 trunk roads under his control. What does it profit any man in a journey in the South of England at a weekend in summer to drive faster than 50 m.p.h.? Five minutes gained in a 100-mile run, perhaps, if he is lucky in more senses than one? How long will the Minister explore avenues while the slaughter goes on? Perhaps he may fairly answer: "Until there are enough police and traffic wardens to make a 50 m.p.h. speed limit enforceable." In 1961, it is a still-born regulation. But, behind Mr. Marples's caution, I scent another motive for caution. We need to sell and export cars, and the prime feature of every new attractive model stressed is its ability to reach 80 to 90 m.p.h. very quickly. It would be too hard on the purchaser to prevent him enjoying the new delight in speeding merely to cut the risks of accident. The car industry might well suffer too much (more than the victims) from a general and permanent 50 m.p.h. limit. We are, as of old, a nation of shop-keepers.

CHRISTMAS DAY IN THE POST OFFICE. I am on the side of the postmen on the question of Christmas Day postal deliveries. I do not want them and I do not like them. For weeks before we have been daily inundated with Christmas cards and invitations to buy futile and expensive gadgets (such as a combined cigar cutter, champagne bottle opener and paper-knife in 14-carat gold), and year after year my own share of the Christmas Day delivery has been one more tardy invitation to buy such inappropriate objects and a couple more glistening robins sent off hastily as a *quid pro quo* for an unexpected (and unwanted) robin from my house. By Christmas morning the regular postmen are worn-out. They have received their pheasant and our thanks and should be allowed to cook it and return thanks for it in church, if they so desire. And the amateur assistant postmen—usually senior schoolboys—would be much better employed singing "Hark the herald" with their families. In short, Christmas has for decades been commercially exploited *ad nauseam* and the postmen's stand is a very sensible, reasonable and desirable effort to break the strangle-hold.

THE OLD STAGER

An energetic Franklin Roosevelt (Ralph Bellamy), with his wife and children, puts out a fire he has seen from his yacht

Pushed by his son James (Tim C

ENTERTAINMENT

SUNRISE AT CAMPOBELLO

at the Warner Theatre

Long before President Kennedy entered the White House, comparisons were being made between him and another Democrat President of the U.S., Franklin D. Roosevelt. Arthur Schlesinger's massive biography of Roosevelt had started to come out and Dore Schary's play about Roosevelt's early life was running on Broadway. This play was turned into a film by the author and started its run in the U.S. in timely fashion last autumn. The film, released by Warner Brothers, covers the years 1921 to 1924, beginning with Roosevelt's life with his wife and children at his summer house on the island of Campobello. Then at the age of 39 he was stricken with polio. Roosevelt day by day fought to regain the use of his muscles. His battle was complicated by the struggle between his wife, Eleanor, and his mother, Sarah. The latter wanted domination of her son, whom she considered better suited for life as a country squire than for the public glare of politics. The film ends with Roosevelt's triumphant return to public life, when he nominated the Roman Catholic Al Smith at the Democrat Convention in 1924. Stressing the personal rather than the political struggle, the film is a sincere tribute to Roosevelt.

Roosevelt addresses his children, James and Anna (Zina Bethune), watched by Mrs. Roosevelt (Greer Garson)

Delegates and their placards crowd the hall for the 1924 Democ

sidine), Roosevelt arrives in a wheel-chair at the Democrat Convention

Roosevelt tells his wife he feels ill

Eleanor, Mrs. Sarah Roosevelt. (Ann Shoemaker). and Anna

National Convention in New York.

Louis Howe (Hume Cronyn) clowns for Roosevelt and his wife. Right is Missy LeHand (Jean Hagen)

THE VOICE OF THE COMMON

Princess Margaret and Mr. Armstrong-Jones walk up the steps of St. Paul's with Sir Bernard Waley-Cohen, the Lord Mayor of London, to attend the Commonwealth Day service on May 24

Right: The Princess looks on while her husband is greeted by Lord De L'Isle, V.C., the Governor-General designate of Australia, before the Commonwealth luncheon at Guildhall which followed the service in St. Paul's Cathedral, London

GREAT BRITAIN

From May 29 to June 4 is Commonwealth Technical Training Week. Thirty-nine countries, ranging in size from Australia and Canada to St. Kitts and Fiji, are participating in it. In Great Britain almost all local authorities are co-operating with the organisers and industry, trade unions, the Church, schools and many other organisations are playing an active part.

In a message specially recorded for the Week, the Duke of Edinburgh has explained its purpose:

" The material prosperity of any country depends, to a very large extent, upon the general level of technical knowledge and efficiency.

" It is also in the interest of the members of every rising generation to prepare themselves for careers which have bright and expanding prospects. There is obviously a great temptation to accept the easy way which is to take an unskilled job just because it appears to be well paid. No one with skill and intelligence should jeopardise his future by the lure of quick returns.

" The Commonwealth Technical Training Week is intended to draw attention to the very wide range of apprentice schemes and technical training programmes which are open to bright and ambitious young people. It is also hoped that schools and parents will take note of these possibilities which can mean such a lot to the future of each generation of young people as they decide their careers.

" Finally I hope that the general public will get to know a bit more about the training for the technical skills which make their modern standards of living possible."

AUSTRALIA

The election of Sir John Cockcroft, O.M., Master-Designate of Churchill College, Cambridge and one of Britain's most distinguished nuclear scientists, as Chancellor of the Australian National University, comes at a time when the University is making an increasingly important contribution to Australian development. Sir John's election by the University Council follows the retirement of Viscount Bruce of Melbourne, former Australian Prime Minister and Minister for External Affairs. Lord Bruce became Chancellor in 1951. Sir John has twice visited Australia at the invitation of the University, and has taken a close personal and professional interest in its activities. In 1952 he opened the main buildings of the School of Physical Sciences, which now bear his name.

The University was established as a research institution in the Australian Capital Territory by the Australian Government in 1946. It was provided with sufficient funds to ensure that it could have the best possible staff, library services and equipment for advanced research in a number of fields. This has made it less necessary for Australian scholars to go overseas for post-graduate training and has attracted eminent scholars from other countries. The four original research schools are those for medicine, physical sciences, social sciences and Pacific studies.

Several years earlier, in 1929, Canberra University College had been founded to concentrate on undergraduate teaching for the degrees of the University of Melbourne. By 1960 it had built up an experienced staff and an undergraduate body of more than 800. Last year, the Government passed an act which provided for the association of the College with the National University. To-day, the University has two sections—the Institute of Advanced Studies, which includes the four research schools, and the School of General Studies, which is, in effect, the former Canberra University College. The Institute is concerned with research and with the training of research students for doctoral degrees; the school's main job is undergraduate teaching and the training for Masters' degrees, although preparation for doctoral degrees can be undertaken in either section of the University.

The National University is expected to grow in stature and importance, not only as a centre of learning for Australians, but for scholars from other countries, particularly from the neighbouring peoples of South and South-East Asia. The research schools are already making their impression felt. The future of the School of General Studies is, perhaps, not quite so clear. But the emphasis is expected to be on quality rather

From the left are: Lieut.-Colonel C. M. Bennett, New Zealand High Commissioner in Malaya; Tunku Ya'acob, Malayan High Commissioner in London; Enche Sardon bin Haji Jubir, Malayan Minister of Transport; and Dr. Kelfa Caulker, Sierra Leonian High Commissioner in London. The occasion was a reception given by Tunku Ya'acob in honour of Enche Sardon bin Haji Jubir during his recent visit to Britain

WEALTH

Commonwealth Technical Training Week; Australia honours Sir John Cockcroft; Ministers from Malaya and Nigeria on important visits to the United Kingdom

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

than quantity and the school will become more important as new faculties are added.

The buildings of the National University are an impressive sight in Canberra. New structures continue to be added. Work has started on a modern library building to cost £A750,000. A new nuclear physics laboratory at the School of Physical Sciences was opened last month. The laboratory, to cost £A600,000, will put the University in the front line of research in this field. One piece of equipment, a tandem electrostatic accelerator, is the first of its kind installed in a university outside the United States. It will be used for studies in low energy nuclear physics.

The expansion of the National University reflects the general growth of university education throughout the country. At present, there are more than 54,000 students at Australian universities. The Universities Commission reported last year that by 1964 there would be more than 80,000 and by 1966, more than 96,000. The provision of adequate staff, buildings and equipment for this greatly increased student body is likely to be one of Australia's major educational problems in the present decade.

MALAYA

The Malayan Minister of Transport, Enche Sardon bin Haji Jubir left London last week after a fortnight's study of transport developments and progress in the United Kingdom at the invitation of the British Minister of Transport. This was the first leg of his tour which has continued in Switzerland and India.

His stay in the United Kingdom was an extremely useful and busy one. He was very impressed to note the trends of developments in all fields of transport—road, rail, air and ports. His study of the railway modernisation projects in the United Kingdom doubtless put him in a better position to assess, from first-hand experience of current methods outside Malaya, the transport development needs of the Federation of Malaya in connection with the Five Year Development Plan.

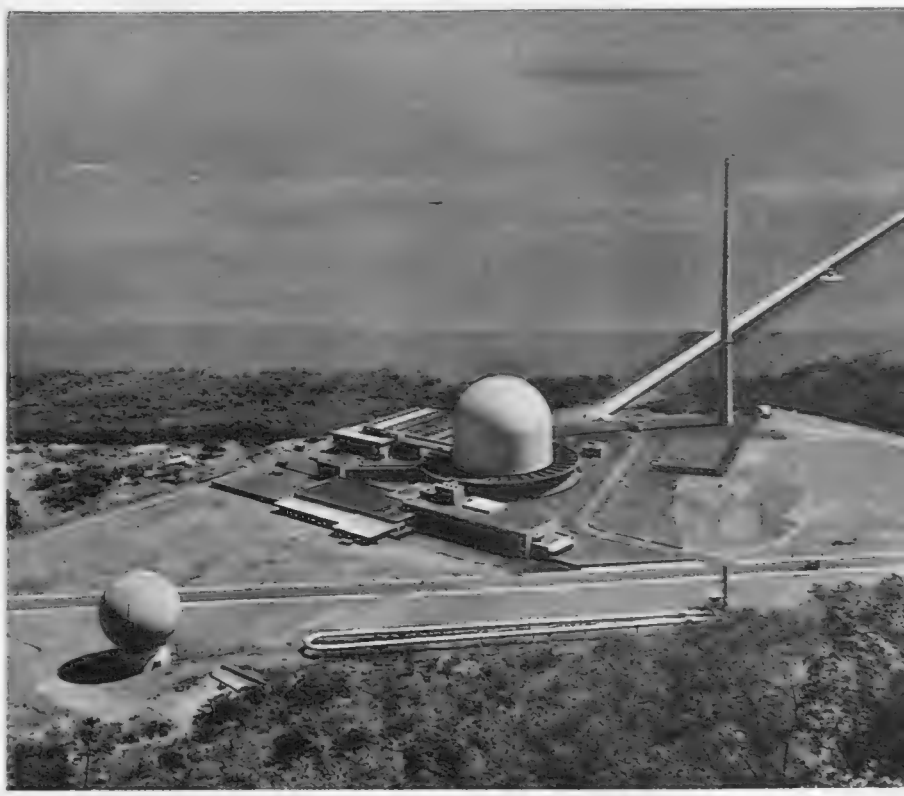
During the two weeks he was in the United Kingdom he travelled widely and his programme included visits to the exhibition of locomotives at Marylebone Station; inspection of the Park Lane Improvement Scheme; Vickers Aviation Ltd.; Gatwick Airport; the Works of Dorman, Long and Co. Ltd., in Middlesbrough; the Headquarters of the British Transport Commission; the works of the Associated Electrical Industries Ltd. at Old Trafford, Manchester; the works of Steel, Peech and Tozer in Sheffield; the Manchester-Crewe Electrification Scheme; the Port of London; the Hammersmith Flyover and the installations of B.O.A.C. in London. In spite of his heavy programme the Minister found time to meet Malayan students in Edinburgh and London.

NIGERIA

Chief F. S. Okotie-Eboh, the Federal Minister of Finance, flew from Lagos last week to London. He is leading an economic mission which will make a world tour of twenty-one countries, including several Communist states, during the next four months. The objects of the mission are: to increase awareness in the respective countries to be visited of Nigeria's economic programmes and problems; to stress the unity of Nigeria; to explore the possibilities of expansion of trade between Nigeria and the countries visited; to increase flow of investment of capital into private and public sectors of Nigerian economy; to inquire how far overseas countries are prepared to assist in a massive educational programme as envisaged in the Ashby Commission Report on post-secondary and higher education in Nigeria, which was published recently.

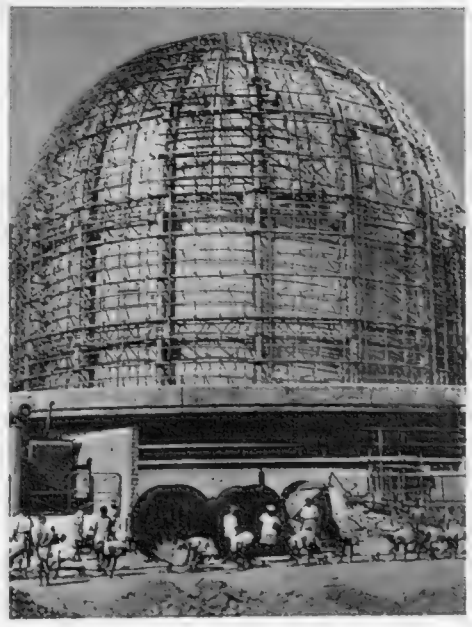
At London Airport, Chief Okotie-Eboh said that Nigeria wished to increase the flow of capital between herself and the countries the mission would visit during its travels in Europe, Asia and America. He added: "we have a vast educational programme, an all-embracing one, for federal and regional governments to increase educational centres and to establish more universities and colleges for technical training."

Some members of the party of seven senior Canadian educationalists on a week's visit to Britain to study educational TV are seen in the Cambridge factories of Pye T.V.T. Ltd. Second from left is Dr. H. M. Nason, Director of Elementary and Secondary Education, Nova Scotia. To the right are: Professor R. S. Haris, Associate Professor, University of Toronto; Mr. A. Bouchard (foreground), Technical Councillor to the Ministry of Youth, Quebec; Mr. D. E. Cameron, Director of Programmes (Prairie Region), C.B.C.; Mr. Milton Pye, Sales Director of the Company, and, partly seen, Dr. C. W. Booth, Deputy Minister of Education, Ontario. Other members of the visiting party were Mr. Buchanan, Director of Schools Broadcasts (Atlantic Region), C.B.C., and Mr. Lightly, Director of Information, Department of Education, Manitoba



The Atomic Energy Establishment at Trombay, India, was built with Canadian aid

The photograph was taken at Trombay when the domed reactor was under construction



The Canada-India Reactor (C.I.R.) is one of three at the Trombay Establishment. It was inaugurated by Mr. Nehru earlier this year, and is Free Asia's largest reactor and one of the most modern and powerful of its kind in the world. The project was initiated by the Indian Atomic Energy Commission, with technical and financial backing provided by Canada under the Colombo Plan. C.I.R. is modelled on the Canadian reactor N.X.R. at Chalk River, Ontario, and besides producing power, it has great importance as an experimental unit. Total cost of construction at Trombay was £7,500,000. This included £30,000 for special paints for the reactor, supplied by Blundell Eomite Paints Limited, Bombay.

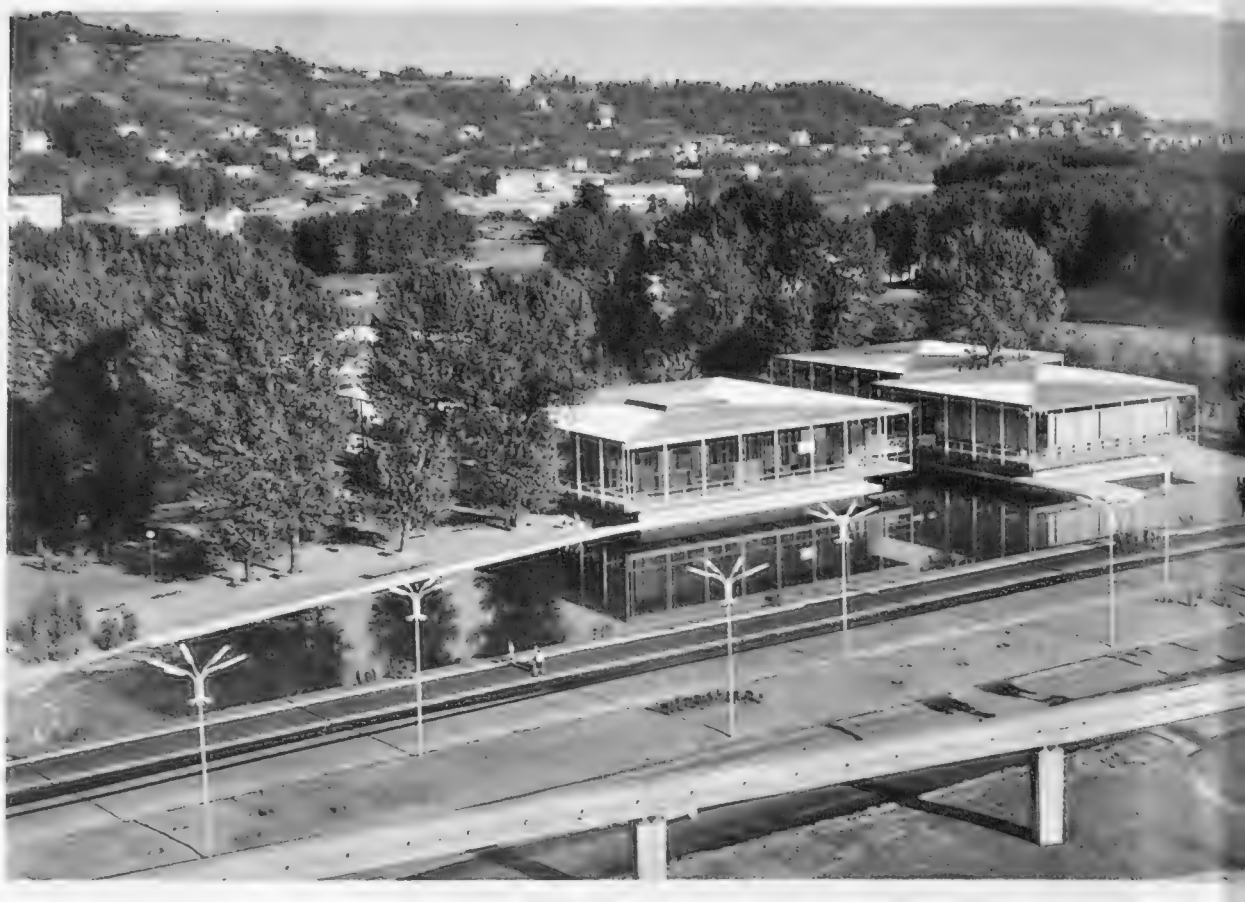
"ITALIA 61"

The Centenary Exhibition in Turin

In 1861, Victor Emmanuel II, ruler of Piedmont-Sardinia, was proclaimed the first king of united Italy. The Centennial Exhibition to mark this epoch-making event is being held this summer in Turin, which was the first capital of the unified country. Entitled "Italia 61" the exhibition consists of two parts. One recalls the events leading up to 1861. It is in the Carignano Palace in the centre of the city. Among the precious relics on show is Garibaldi's red shirt, which set the fashion for coloured shirting in politics. In a corner of one of the rooms is a desk used by Mazzini, whose writings inspired Italian unity.

The other part of the exhibition, on the banks of the river Po on the outskirts of Turin, is in keeping with the Space Age and very modernistic in design. Boats carry visitors to it upstream from the city and land them among the buildings of the Regional section. Here the diverse characteristics of the different regions of Italy are on view. Across a broad avenue is the massive Exhibition Hall, in which fashion shows and industrial displays are staged.

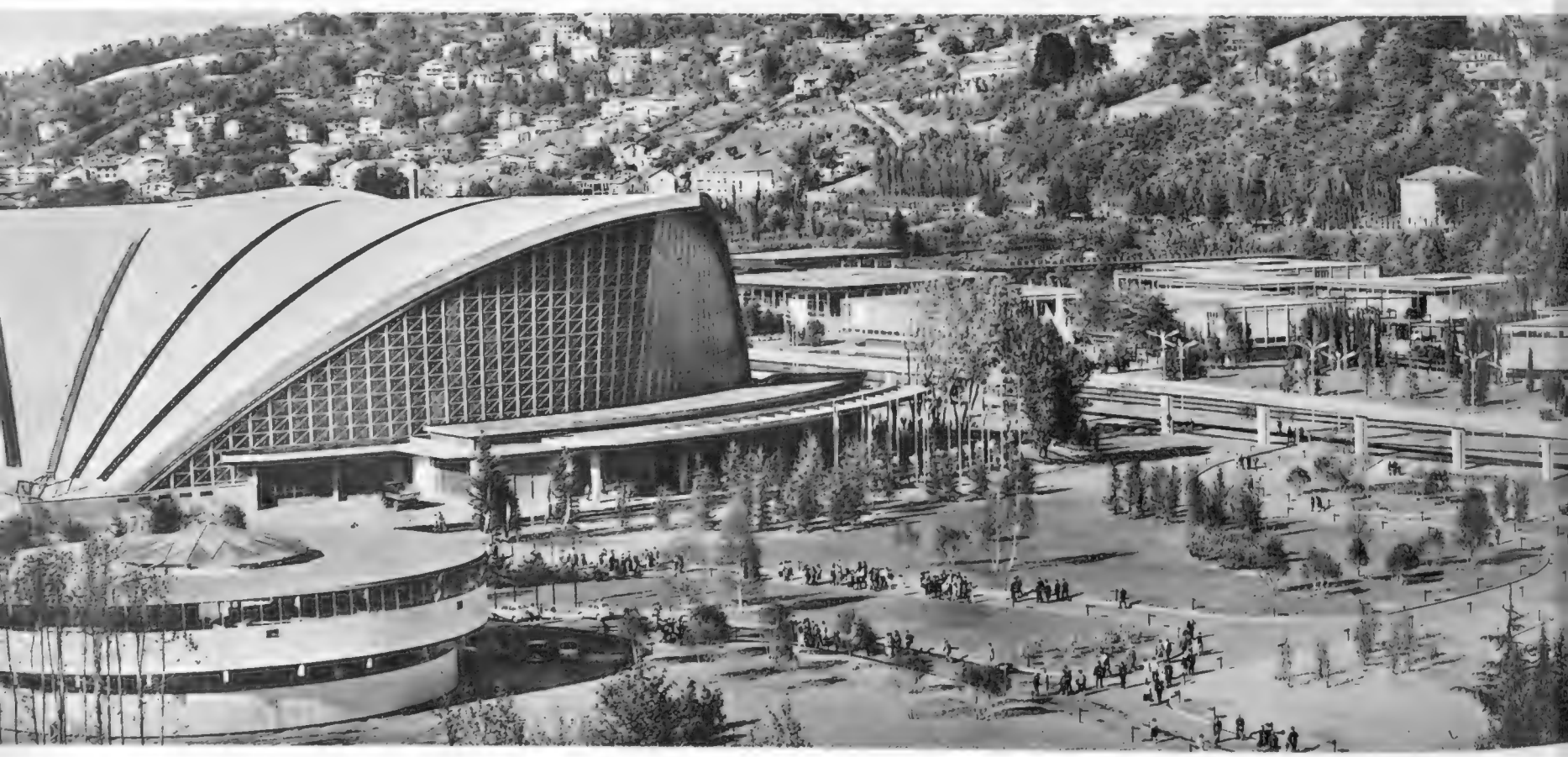
The outstanding feature of the modern part of "Italia 61" is undoubtedly the Palace of Labour, a huge square structure 525 ft. in length and 82 ft. high, with glass walls. It houses the pavilions of Italy and sixteen other nations and of international organisations such as the United Nations. The theme illustrated in all of them is "Man at Work." Finally the visitor can take an overhead railway over the Po to the hills above and enjoy a magnificent view of the exhibition, with beyond it the city of Turin and in the far distance the Alps.



Below: The large building with the curved roof on the left is the Exhibition Hall in "Italia 61." In the background behind the monorail are some of the pavilions in the Regional section. The Centennial Exhibition, which was opened last month, is expected to close in October

A section of the Palace of Labour

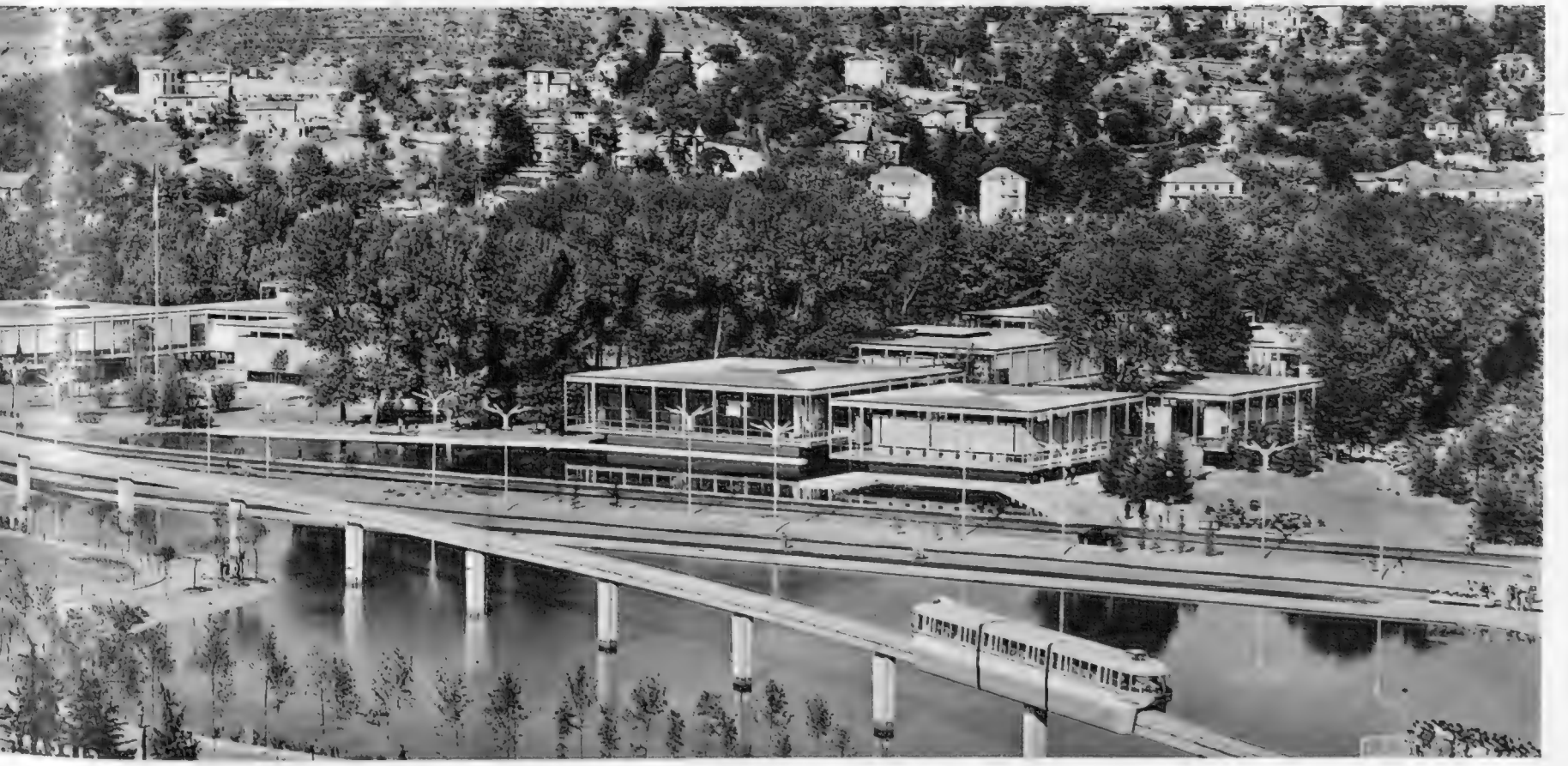
The British pavilion in the Palace of Labour



A monorail runs across the grounds of the "Italia 61" exhibition in Turin, which is being held to mark the 100th anniversary of the Unification of Italy

Boats and nets of Adriatic fisherfolk in the Regional Exhibition

Fountains play in the grounds by the river Po. In background are the Piedmont Hills

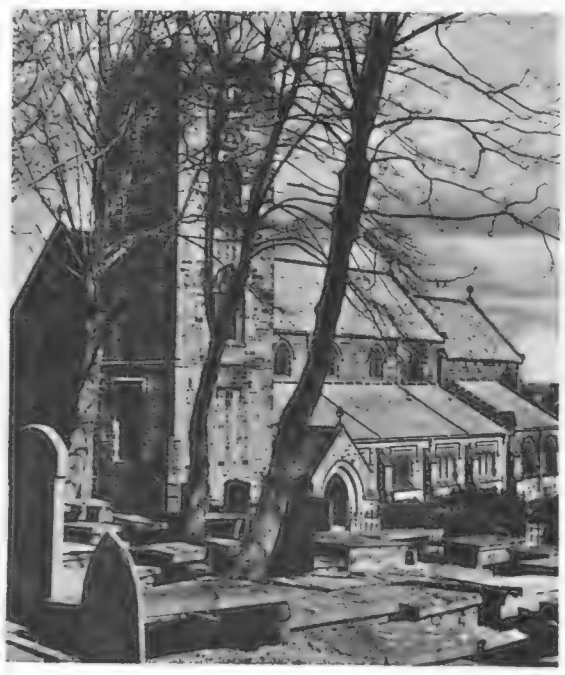


BRIAN VESEY-FITZGERALD

IN THE BRONTE COUNTRY

All round the horizon there is this same line of sinuous, wave-like hills; the scoops into which they fall revealing only other hills of similar colour and shape, crowned with bleak moors, grand from the ideas of solitude and loneliness which they suggest, or oppressive from the feeling which they give of being pent up by some monotonous and illimitable barrier according to the mood of mind in which the spectator may be. . . . For a short distance the road appears to turn away from Haworth as it winds round the base of a shoulder of a hill, but then it crosses a bridge over a beck, and the ascent through the village begins. The flag-stones with which it is paved are placed endways in order to give a better hold to horses' feet . . . the old stone houses are high compared with the width of the street, which makes an abrupt turn before reaching the level ground at the head of the village, so that the steep ascent in one place is almost like that of a wall . . . the church lies a little off the main road to the left . . . the parsonage stands at right angles to the road, facing down upon the church so that, in fact, parsonage, church and belfried school-house form three sides of an irregular oblong, of which the fourth is open to the fields and moors that lie behind.

Haworth Vicarage, Yorkshire, where the Brontës lived



Haworth Church, rebuilt in the 19th century

The words are those of Mrs. Gaskell, taken from her book *The Life of Charlotte Brontë*, surely one of the outstanding biographies in the English language. Essentially, though written more than a hundred years ago, that description will fit to-day: indeed, exactly so far as the surrounding countryside is concerned.

Mrs. Gaskell, were she able to visit Haworth to-day, would recognise the church tower, though not the church, for that was burnt down in 1879. But the churchyard, with its greenish weather-beaten stones, reaching to the wall of the parsonage must be very much what it was then. She would recognise the parsonage, too—it faces east and must have been terribly cold—despite the fact that a wing has been added and that it is now a museum maintained by the Brontë Society. It is a very good museum and very well kept, but the most remarkable thing about it is that it is so personal, so alive; this house of the dead. Museums, by their very nature, are impersonal, mere storehouses of treasures and relics. That is not so there.

There are all the relics—absolutely everything from Charlotte's wedding-dress (how tiny she was!) to her nut-crackers—but in some extraordinary way Haworth Parsonage is still a home. It is easy to imagine, it requires no effort of the imagination at all, people living and loving and losing their tempers in these rooms, just as they are: much easier than it is in many a stately home still lived in and now open to the public at half-a-crown a head. Since Mrs. Gaskell's day, there has been but little change in the main street of the village. At first sight this would not seem to be so. The Black Bull Inn, where poor Branwell was called in by the landlord to entertain guests and where he drank himself silly, is still there. The steep narrow street is still paved, the flagstones placed endways.

But, at first sight, the place seems to be over-full of Brontë cafés and curiosity shops and too liberally bespattered with advertisements, all the tattered trash of a tourist centre. Fortunately, one soon realises that all this is irrelevant; a surface scum, so to speak, on a very deep pool. Haworth has not altered. The simple truth is that it is too grim to be lightly changed. This is true, also, of the countryside around. It has not altered at all, for the simple reason that it is not the sort of countryside that will submit to alteration. Man is not master here: at best he lives on equal terms with nature.

I suppose that it is true, for the stranger at any rate, that it does depend upon " the mood of mind in which the spectator may be," but I must, the many times I have been in this district, have been in many moods, and it has yet to strike me as grand or beautiful. Charlotte Brontë herself, a native of these hills and moors, and undoubtedly a woman of moods, for she was a woman of spirit, did not find it grand or beautiful:

> The scenery of these hills is not grand—it is not romantic; it is scarcely striking, long low moors, dark with heath, shut in little valleys, where a stream waters, here and there, a fringe of stunted copse. Mills and scattered cottages chase romance from these valleys; it is only higher up, deep in amongst the ridges of the moors, that imagination can find rest for the sole of the foot: and even if she finds it there she must be a solitude-loving raven—no gentle dove. If she demand beauty to inspire her, she must bring it inborn; these moors are too stern to yield any product so delicate.

Personally, I think that a very fair summing-up.

It is sometimes said that this Haworth district is typical West Riding country, the typical mixture that is neither town nor country—green fields, stone walls and grey stone cottages, mills, smoking chimneys, distant hills: and, when you reach the hills, the mixture as before and the hills still distant. Only when you are " deep in amongst the ridges of the moors " are you, momentarily, away from the ever present threat of industry. It was so in Charlotte Brontë's day, it is so to-day, and will be a hundred years hence. Industry has always threatened to conquer and has never succeeded in gaining more than a foothold, defeated by these sinuous hills.

All of that is true enough. Yet, this is not typical West Riding country. Haworth is not a typical West Riding village: it is much more grim than most. Very grim indeed when (as was the case when I visited it recently) a high wind drives a cold, hard rain in low sweeping clouds up the steep street and the water runs down over the flagstones in a hundred little torrents. Nor is the countryside around typical West Riding: it is so much more unrelenting. " Stern " was Charlotte Brontë's word for it. And stern it is: even in high summer when cloud shadows race across the hills and the moors are coloured and there is kindliness in the sun.

Even the people are different. They are Yorkshire folk all right—robust, practical, stubbornly independent, given to broad, rough humour. West Riding folk through and through, you might say. Yet there is something which sets them a little apart from the West Riding folk of the industrial valleys and the large towns. It is not merely a matter of voice—there is a Haworth voice: broad and harsh, hoarse, as though the larynx had given up the struggle with the wind—rather it is an attitude of mind. There are few people more progressive, more forward in outlook, more ready to discard the out-dated, than the people of the West Riding.

This is not, however, true of the people of Haworth. Haworth clings determinedly to the past. Think of those flagstones, so very unsuitable for modern traffic, in the steep main street: anywhere else in the West Riding they would have been ripped up long ago. A pleasant manifestation of sentiment in a utilitarian age. Or do I misjudge them? Can it be that Haworth knows that those flagstones are romantic to the tourist and that they bring in the " brass "?

Dr. A. Bowdler and Major C. Bell, the club captain, examine an early type of club

Looking down on the green and fairway of the 448-yard-long first hole

BRITAIN'S GREAT GOLF CLUBS

WORCESTERSHIRE

Mr. A. Hopkins, who is in his ninety-second year and who still plays golf three times a week

Right:
Mr. A. G. Bullock, who was captain last year, and Mr. E. J. Bowen, hon. secretary

Below:
Mr. W. D. Fone, Mr. P. Goode, Mr. E. Carr and Mr. D. Turpin

The members of Worcestershire Golf Club, situated at Wood Farm, Malvern Wells, proudly claim that their club was instrumental in bringing golf to the Midlands. It was originally formed in 1880, and the course was laid out on the common on the west side of Malvern. Six years later the Malvern Working Men's Golf Club was formed, one of the earliest artisans' clubs in Britain. After the First World War, it was decided that the club should move, owing to growing difficulties of playing on the common. An 18-hole course was laid out at Wood Farm and opened in 1927. But wartime came again to Britain and part of the land was requisitioned. A military hospital was built on the site of the second nine holes. Until now Worcestershire has been unable to get any of the land back and to have an 18-hole course. But the nine holes remaining provide an exciting test of golf and by a system of different tees, the holes are varied for a second nine holes. The length for this course is 5,837 yards, Standard Scratch Score being 69.

Next in this series will be Links Golf Club, Newmarket, in the issue of June 10.

The Club House is a picturesque half-timbered farmhouse

TRAVEL

THE TREASURES OF MUNICH

By GORDON COOPER

Having known Munich since my student days, I found the destruction suffered by this great Bavarian city during the war very sad. But so great an effort has been made in reconstruction that to-day every art-lover will surely be satisfied to visit Munich. It is without doubt Germany's leading city of art and its unique character makes it one of the most rewarding places to be found in Europe.

Apart, however, from its various artistic interests, there is much else to induce a traveller to stop a day or two (at least) in the Bavarian capital. As a base for interesting excursions it can be strongly recommended. It has many good hotels: the Excelsior and the Drei Löwen are my two recommendations, and both are near the station. The Bayerischer Hof and Vier Jahreszeiten are in the luxury category. For meals, I like Humplmayr's (good and expensive). The Peterhof Gastätten, looking out over the Mairenplatz, is good and reasonable in price, as is also the nearby Ratskeller in the Town Hall. As an experience you should try at least once the crowded, low-brow Hofbräuhaus, where there is beer by the litre—nothing less is served—and with this famous Munich beverage served in stone mugs there are *Bockwurste* and *Pretzels* to eat. Go there in the evening and you will find this place redolent with the city's " Gemütlichkeit."

Another typical place for an evening's entertainment is Platzl, a kind of Bavarian music hall, with a show going on as you dine; but as many of the turns consist of dialect comic plays, a little of this can go a long way. The time to see Munich at its liveliest and jolliest is during its famous *Oktoberfest*, which lasts for a fortnight (from the end of September into October), when vast quantities of fried chickens and beer are consumed. This is, in fact, one of the most spectacular pageants in Europe, but you should not go there if you are allergic to noise !

For the sightseer, there are many " musts." The Bavarian State Picture Galleries are now displayed in the restored Alte Pinakothek Gallery. Here are many paintings by Flemish, Dutch and early German painters, including outstanding ones by Michael Pacher, Mathias Grünewald, Hans Holbein, and Albrecht Dürer. There are also fine pictures by the prolific Rubens (sixty-five paintings—the largest collection by this artist in the world), and Rembrandt, El Greco and Murillo. Incidentally, you can buy the finest reproductions of famous paintings in Munich.

Another important museum is the National, with its collection of medieval art, sculptures, and, not to be missed, a superb display of Christmas cribs. For many visitors, especially if children are in your party, a great draw is the Deutsches Museum, the largest technical museum in the world. Even though, like me, you do not have a technical mind, you will find much of interest, especially the collection of musical instruments on which a skilled attendant performs. There is a faithful reconstruction of a coal mine, where you see the various methods of winning coal through the ages. Let me warn you, however, to allow at least two hours even for a fairly rapid tour of this museum, while youngsters will be happy there for many hours.

Of the churches, the outstanding ones are the Michaelskirche (vast barrel roof and containing the tombs of King Ludwig II and of Eugene Beauharnais, Napoleon's stepson); St. Peter's (the oldest church in Munich); the Frauenkirche, with its two great domes forming a landmark of the city; the Asamkirche, a wonderful example of German rococo built by the Asam brothers; and the graceful Theatinerkirche, whose interior in baroque is decorated with a wealth of stucco. The extremely modern Neuekirche and the Michaelkirche (Berg am Laim) also merit mention.

A view over the grounds of the Nymphenburg Palace near Munich

Although the Residenz, or Royal Palace, a unique monument of Bavarian culture, was reduced to rubble, it has been cleverly reconstructed. It contains many art treasures, including superb porcelain and tapestries, while the Treasury is amazing. There is the curious Antiquarium, with its many busts of Roman emperors; above all, there is Cuvillié's Residenztheater, a gem of German secular rococo and the loveliest theatre I have seen.

Just to wander around in the streets of Munich is a joy, for there is so much to see of interest and appeal; and there is the delightful English garden in the Hofgarten, not to be missed. A short excursion to nearby Nymphenburg merits three stars. The palace is a masterpiece of baroque and rococo, its most beautiful room being one panelled in Chinese lacquer. Perhaps the most interesting is the famous Gallery of Beauty: twenty-four paintings of the mistresses (including Lola Montez) of King Ludwig I, whose tastes brought about his subsequent abdication. The Marstall Museum, with its various State coaches, repays a visit, as does also the nearby State Porcelain Factory. In the spacious park of the Palace there are three small buildings, the gem being the Amaliensburg, a former hunting lodge with a perfect rococo interior. It is worth while, too, to take a bus from Nymphenburg to nearby Blutenberg. In a convent there is an attractive fifteenth-century chapel.

Other day excursions to be noted are: to Landshut, a pleasing medieval town, where in certain years there are performances of a colourful pageant known as the " Princely Wedding "; to Augsburg, a remarkable Bavarian city, with historic and art appeal; to Oberammergau, a charming and typical village (nearby are Ettal, with its famous Abbey church, and Linderhof, the favourite residence of King Ludwig II, quite astonishing in its florid, but not unattractive style); and in the vicinity there is the Wieskirche, a revelation of colour and light, as well as being a masterpiece of the rococo style, and, in my opinion, the loveliest church in Europe.

You are also within easy reach of several resorts in the Bavarian Alps, including Garmisch-Partenkirchen, Mittenwald, Schliersee and Bayrischzell. Then, with your day's exploration over, you will find a wide choice of entertainments in Munich, including a puppet show at the Marionetten-Theater, opera and operette, or, if your taste lies in that direction, an evening in the local Bohemian quarter named *Schwabing*. You are advised to consult the local tourist office on where best to visit.

For further information, apply to the German Tourist Information Bureau, at 61, Conduit Street, W.1.

BE PREPARED

There is always the possibility that when you or your family are abroad illness may occur. Norway, Sweden and Yugoslavia are the only countries where you can obtain reciprocal treatment under our Health Scheme; elsewhere you will have to pay, and sometimes rather heavily. It 's best, therefore, to insure against all such risks, and this should not cost more than about £1 to cover up to £200. Your travel agent, a good firm of insurance brokers, or your bank should be able to help you to decide on the policy which will best suit your needs. Make sure, incidentally, that dental treatment is covered, also additional hotel expenses in case a patient has to stay behind.

Just after the start of the Royal Ocean Racing Club's North Sea race from Harwich to the Hook of Holland. A total of eighty-one yachts took part. *Myth of Malham* (Peter Green) was the overall winner on corrected time

GABOR DENES

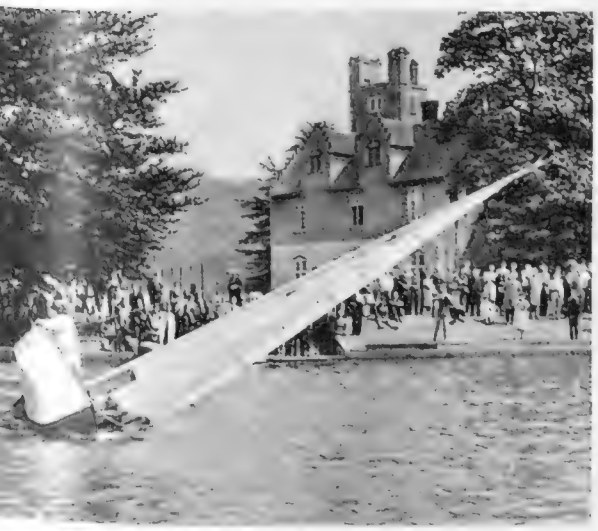
YACHTING

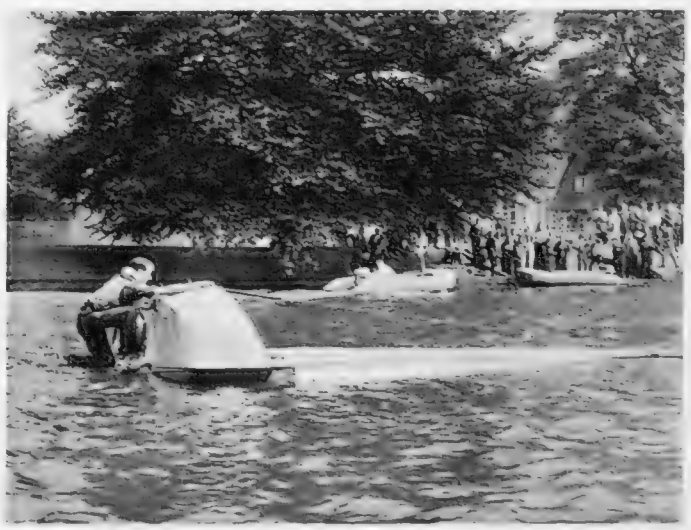
Alas, the M.M.A. (Marine Motoring Association) is no more. Its years of struggle for survival have ended in voluntary liquidation. The only moral that could be drawn from its unfortunate demise is perhaps the obvious one, that an organisation which has to act as a national authority for any sport should not be dependent on commercial interests for its survival. The spheres of interest of the defunct M.M.A. were supposed to cover three types of motorboating activity: motorboat racing (mainly outboard these days), motor cruising and (motor) yachting, and speedboating, dashing about in outboard runabouts just for the fun of it. The activities under the first heading are not even remotely connected with yachting, but those under the second heading involved a membership of clubs, some of whose members are yachtsmen. The M.M.A. was recognised by the International Union of Motorboating (headquarters in Belgium) as the national authority for Great Britain, and its representative in such matters as organising the Pavillon d'Or and other international events of interest to British yachtsmen.

It is suggested that a new organisation should be set up to take over *all* the work of the M.M.A., and Mr. Donald Campbell has circularised all the formerly affiliated clubs, asking for their support to form the new body. My feeling is that most yacht clubs will decline to have anything to do with this. Their general reaction is likely to be that such an organisation should only concern itself with out-and-out motorboat racing, and that this has no connection with yachting whatsoever. They would feel much happier if the yachting part of the M.M.A.'s function could be taken over by the already existing and most efficient national authority which looks after all forms of yachting interests, the Royal Yachting Association. I understand that this possibility is being explored. The R.Y.A. is naturally interested in motor cruising and yachting, and so are many of its member clubs. I see no reason why the International Union of Motorboating could not recognise the R.Y.A. as our national authority as far as the cruising side of motorboating is concerned.

Across the Channel the citizens of Calais are setting a good example to some of our own ports which are still rather backward in welcoming yachtsmen. Not only the local yacht club but every other local interest, the Municipality, the Commandant du Port (harbourmaster), the Syndicat d'Initiative, the Chamber of Commerce, have gone out of their way this year to make the Little Ship Club's Whitsun Rally a success. Three beautiful trophies to be won outright had been given. The reception held by the Yacht Club du Nord de la France was attended by many dignitaries led by the Deputé-Maire (not deputy Mayor. but M.P. and Mayor) of Calais, Monsieur Vendroux (brother-in-law of General de Gaulle), who presented the Cup given by the town. It is no wonder that with such attractions the number of yachts taking part increases each year, and once more a record number of entrants enjoyed a typical French festive dinner in a country inn near Calais. I am told that great improvements are being put in hand immediately to provide more comfortable moorings in the harbour for visiting (mostly British) yachtsmen.

Many yachtsmen are getting perturbed by the crowded conditions in the more popular centres and their mood is reflected in the attitude of a friend who has asked me to join the newly-formed Misanthropes Yacht Club. It has no flag officers and no subscription; no member is to acknowledge any other and all members are bound to do at least one thing each year to discourage newcomers to yachting.





The correct drill for righting a sailing dinghy after capsizing is demonstrated on the Thames at Bisham Abbey, in Buckinghamshire. Giving the display for the National Water Safety Campaign are Mr. Patrick Scribbans and Miss Alix Cowie. The exhibition was held in connection with the publication of a new code of rules for waterways traffic, under the title of "Safety Afloat"

Salobreña, in Andalusia, is dominated by the ruins of its Moorish castle. It is on the Spanish Costa del Sol

Baena, a hill town on the road from Córdoba to Priego, is renow

WHERE TOURISTS RARELY GO IN ANDALUSIA

By **RICHARD MUSMAN**

Right: The seventeenth-century Fountain of Salvation (Fuente de la Salud) at Priego incorporates a shrine to the Virgin Mary, and is the source of the town's water supply

Below: The ancient fishing port of Almuñeca, of Roman and Moorish origins, situated on the Costa del Sol, is being modestly developed as a resort. The castle, background, is Moorish

We have a friend who, for the fun of it, taught English for a while in the ancient Andalusian hill town of Priego de Córdoba. In her letter inviting us to stay, she wrote: " The people are charming, but don't be embarrassed if their eyes bore into you. They just can't understand fair hair, blue eyes and strangely cut clothes." This is a measure of the isolation of most of Andalusia's smaller towns and villages. Afraid of bad roads and flea-ridden inns, and ignorant of the riches which await them, tourists rarely venture off the beaten track. Córdoba, Seville, Malaga, Granada: that is the familiar round. The tourist groove has worn deep in Andalusia. Yet Priego, smaller than Córdoba or Granada, is in many ways lovelier than either. For a whole fortnight in the spring we had this exquisite town and its warm-hearted inhabitants entirely to ourselves.

Set among olive groves and towering crags, on a remote road high up in the mountains between Córdoba and Granada, Priego is the ideal base from which to explore one of the most rewarding and least known regions of southern Spain. The town, thanks to its modest olives and textile mills, is a prosperous community which has known how to preserve its unique heritage with unselfconscious dignity. It has a pleasant modern bar with white-coated waiters, two brand-new but completely unobtrusive cinemas, and one streamlined, sadly incongruous, private house. For the rest, it is the quintessence of Andalusia's unspoiled charm. The sloping walls of the Moorish alleyways are kept as glistening white as the façades of the elegant eighteenth-century mansions. No rust mars the gleaming black grilles and balconies. The arabesques and angels in the incomparable Baroque churches receive the same loving attention as the roses in the squares. Priego's Baroque, incidentally, is among the finest in Europe. Yet only on " fiesta " days is the one third-class hotel filled with guests.

The other hill towns of the region have no hotels at all. They are not so prosperous as Priego, have not Priego's gracious elegance or diversity of appeal, but as features of the landscape they are breathtakingly lovely. Towns like Baena and Alcalá la Real, villages like Espejo and Carcabuey, burst upon the view with dramatic suddenness, tightly packed around their solitary, conical hills, or floating, white-tiered, upon the skyline framed between slanting olive groves or russet-coloured cliffs. These ancient hill towns, for all their crumbling walls, have a primitive vigour, symbolised by the sturdy battlements of the Moorish forts which dominate so many of them.

The roads which serve them are serpentine and narrow, but, with notable exceptions, they are

its churches

Visible between the trees is the eighteenth-century King's Fountain at Priego

not badly surfaced. Moreover, they are empty. For mile after mile you will meet nothing but an occasional mule train, and the inevitable donkey. Even the sandy byways are not all impassable, and sometimes they will bring you unexpected delights—like the track which led us to the door of the little pilgrims' church on the edge of the sierra near Cabra.

Walking is not a pastime usually associated with Andalusia, but in spring, when the streams are full of water, and the freshness has not yet been burnt out of the hills, there can be no more delicious place on earth to walk, especially in the evening when the cicadas begin to sing beneath the olive trees and the silhouettes of the Moorish watch towers stand out evocatively against the darkening sky. One memorable walk took us up a pass so remote that probably no pleasure-seeking foot had ever trod it before. Its green slopes were brilliant with wild peonies and narcissi, and above its crags eagles wheeled in almost frightening profusion.

Perhaps our greatest surprise of all was to discover that some main roads in Andalusia can be almost as unfrequented and undeveloped as the byways. At least that was our experience of the eastern section of the much publicised Costa del Sol. It is west of Malaga that the villas and luxury hotels are sprouting. Yet the most dramatic part of the Costa del Sol lies to the east, between Malaga and Motril. Here the mountains thrust right into the sea. The road soars to dizzy heights and the beaches are inaccessible.

The only inhabitants of this region are peasants and fishermen, and the landscape is so primitive that you can climb the ruined watch towers which still stand sentinel on the cliffs and imagine the Barbary pirates scudding across the empty sea. The dips and curves of this sensational road seem so interminable that it is something of a relief to reach Almuñeca, where, for once, there is a first-class hotel.

Almuñeca could, I suppose, be called a resort, but in spring you would hardly know it, despite its new hotel. The beaches are empty, and by moonlight, when the low, whitewashed terraces are shuttered and silent, the ghosts of its Moorish past people its steep, deserted alleys. The ghosts are even more at home in neighbouring Salobreña, for this ancient town has no lodging for visitors. Between Salobreña and Motril we were halted by a train of donkeys, bearing to the mills canes from the only sugar-cane plantation in Europe. This, somehow, was a fitting climax to our tour—final proof that there is more to this wonderful province than the Alhambra or the Great Mosque, Holy Week or "flamenco."

A train of mules approaches the village of Espejo, on the road to Córdoba. **Below:** The gorge below Priego

BOOKS

THE NEW THURBER

A definitive work on the French Resistance; Ustinov on the Nazis; variety of non-fiction and novels

How better to start a page of book reviews than with the announcement that there is a fresh collection of essays (if that isn't too pedagogic a name for them) by Mr. James Thurber. He has called LANTERNS AND LANCES (Hamish Hamilton. 18s.) " a variety of encounters with women, men, and other children as well as some less confusing creatures," and that is as good and proper a description as we are likely to get. I will only add that although the humour of these pieces is as inimitable, in fact as Thurberesque, as ever, the author makes profoundly good sense too, and never more than when he is discussing *The Case for Comedy*.

In his foreword to a fine book about the French Resistance, Lord Tedder has this to say: " While its military successes were undoubtedly worthwhile, I believe that we ought to judge the Resistance in France on quite a different basis. I believe that its greatest victory was that it kept the flame of the French spirit burning throughout the dark years of the occupation." M. Philippe de Vomécourt who, with his brothers, was the first organiser and leader of the movement, tells the story of France in arms between the years 1940 and 1945, and tells it magnificently. WHO LIVED TO SEE THE DAY (Hutchinson. 25s.) is not just another Resistance book. It may well be the definitive one.

It could be expected that Mr. Peter Ustinov, who has all the agonised introversion of a sunflower, would take an original line about any problem or disaster, past or present. Now, with a little book of brilliant satirical drawings and captions, he releases some of his feelings about the Nazis. Of his drawings he writes that " they are not intended to provoke good-natured laughter, but rather the laughter of shock." This, I have found myself, they do most effectively and WE WERE ONLY HUMAN (Heinemann. 7s. 6d.), small as it is, will certainly make its mark.

To turn from a subject of horror and degradation to a subject of speculation and even music hall jokes, there is Mr. Tim Dinsdale's crisp and scholarly work on the LOCH NESS MONSTER (Routledge and Kegan Paul. 25s.). Mr. Dinsdale's film of the monster curvetting about in his loch made a considerable sensation when it was shown on the B.B.C.'s programme, *Panorama*. Now he has written a full-length work on the theory and ascertainable facts and has illustrated it with " stills " from the film, with other people's photographs and sketches and with his own diagrams. The result is an immensely readable and, as far as I am concerned, convincing book.

RACE FOR THE NORTH POLE (Heinemann. 21s.), by Mr. John Edward Weems, is an account of two adventures and of one controversy which shook the United States and the world in 1909. Commander Peary, when he had reached the North Pole, wrote in his journal: " My life work is accomplished . . . I am content." Five months later Captain Cook was being hailed as the first man to visit the Pole and one paper commented: " The question used to be, what lies around the North Pole? Now it is, who lies about it ?" The great Cook-Peary argument had begun and in this thoughtful and objective volume Mr. Weems puts the known facts clearly before us, writing of both men with compassion.

TERENCE STAMP, a young Cockney actor, has been chosen by Peter Ustinov (right) to play the title role in the film of Herman Melville's *Billy Budd*. Directed by Mr. Ustinov, this is likely to be one of the most expensive pictures made in Britain this year. Although Terence Stamp has appeared briefly on the West End stage, it will be his first film

I was surprised the other day to hear two women discussing orchids, those symbols of mink-lined luxury, in the most practical of terms, speaking of them as tough, long-lasting and, on the whole, thoroughly sensible flowers. Now comes Mr. Alex D. Hawkes, one of the world's greatest experts on the breed, with an authoritative book which confirms at least two of their *dicta*. ORCHIDS—*Their Botany and Culture* (Peter Owen. 45s.) will probably become the standard work for anyone who wishes to grow orchids either for exhibition, for profit or simply for pleasure, and is both admirably produced and arranged for the greatest ease of reference.

So to novels, beginning with Miss Rumer Godden's CHINA COURT (Macmillan. 18s.), which should take her in one golden glide from the lists of those appreciated by connoisseurs to the still shorter lists of those with an immense popular following. For in this book Miss Godden has achieved successfully what so many authors attempt; not just the novel which will whip up your circulation but the genuine family saga which compels the reader to follow from page to page and enjoy every moment of it. To be frank, I didn't think Miss Godden had it in her but she had, and what a little beauty of a novel it is. The setting, by the way, is Cornwall and the period the 1840's to the present day. Now, as they say of serials, read on.

THE WORM AND THE RING (Heinemann. 16s.) is by Mr. Anthony Burgess, which

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George Orwell was a complicated character. Sir Richard Rees, his close friend and an editor of *The Adelphi* for which he wrote, calls him " a fugitive from the camp of victory." It was Orwell's tragedy that fame and fortune came to him when he was near his death, this man whose knowledge of the facts of extreme poverty was greater than that of many of his intellectual contemporaries put together. His glory lay in a lifelong passion for literature, and perhaps also in the fact that many who knew him well had memories of him that were endearing. About him there was a hospitable Dickensian glow. It needs no stressing that Sir Richard Rees has had a difficult task in summing up this many-sided man, but his GEORGE ORWELL (Secker and Warburg. 18s.), perhaps because of its brevity and certainly because of its sensitivity, is a memorable and delightful book.

Of all the insane folly of war the Battle of the Somme has few counterparts in respect of the mass butchery involved for no territorial reward or strategical gain of any significance. Even Grant in " The Wilderness " and Bonaparte at Borodino had something for all their pains. It was 7.30 a.m. on the morning of July 1, 1916, a day of summer splendour, that the Allied artillery, having lifted from the first line German trenches, paved the way for the mass assault of infantry over eighteen miles of front. Twenty thousand of the assaulting troops were to perish in that first onset; but Haig and Joffre were to persist in the horrifying slaughter

GEORGE ORWELL

by his friend, Sir Richard Rees

until November. In THE BIG PUSH (Cassell. 21s.) Brian Gardner attempts to analyse the policy, planning and action of the British and French armies. We see the whole military blunder in all its enormity, and we can only marvel at the courage of the tens of thousands who went like cattle to almost certain death.

Ivan Aramilev is the most widely read of all Soviet writers of hunting tales. Brought up in the village of Kotschety in the Ural Mountains with the forests and hills of the Siberian taiga as his homeland, he writes of the day-to-day life of this region with simplicity, humour, great charm and a sense of suspense. BEYOND THE URAL MOUNTAINS (Allen and Unwin. 25s.) is really an anthology of some of the best of Aramilev's work. The story of his dog Dimka and the rabid wolf is a gem of the story-tellers' art.

Also from the remote places of the earth comes Odette Tchernine's THE SNOWMAN AND COMPANY (Robert Hale. 18s.). And what good company she is in, with Eric Shipton writing the foreword and that equally resolute mountaineer H. W. Tilman writing the postscript to this record of the search for the yeti or abominable snowman of Himalayan fame. Miss Tchernine has included some of the nonsense stories about the yeti as well as those that are on slightly surer ground. Even so the yeti remains an unresolved mystery, a fascinating enigma.

Bobby Jones was an astonishing golfer in his day, and his " grand slam " in 1930, when he conquered all before him in Britain and America, forms part of the annals of the game. Now he has written his own memoirs, spurning the ghost writers, and in GOLF IS MY GAME (Chatto and Windus. 25s.) recaptures for many of us the thrills of thirty years ago. His main objective in this book, however, is to help golfers so that they may derive more enjoyment from their play.

Robin Maugham has had the advantage of massive advance publicity for his book THE SLAVES OF TIMBUKTU (Longmans. 25s.). His theme stems from the fact that sixty-five years after the French occupation and thirteen years after the stroke of a pen in Paris had made French citizens equally of slaves and masters, slavery still exists. It lies concealed, says Maugham, behind a legal code that asserts that it has been abolished, and in this on-the-spot survey from North Africa he shows how very much alive it is to-day among the Bela people.

R. C. E.

is to say that it is highly intelligent, has a splendid sense of the comic and a sharpness of insight which is almost alarming. The author has written about a school in an English county town in that year of 1951 which most of us will remember as the year when the young went square-dancing, there was a splendid Festival, our continued rationing was a motive for hilarity among the nations who lost the war, and—as is pointed out with some force in this book—schoolteachers were miserably underpaid. If this book had been illustrated the drawings should, ideally, have been made by Giles and Topolski.

THURSDAY'S CHILD (Gollancz. 16s.) is, avowedly, a novel about adoption but, lest that phrase should sound either bleak or specialised, I would add that Miss June Drummond has managed to write a story which is sound, well-told and very much of our days.

ONE FOOT IN THE CLOUDS (Hamish Hamilton. 15s.) is a little bit of nonsense, young nonsense at that, but excellently contained, by Mr. J. Gathorne-Hardy, who writes about a young man in love and in and out of money. Not only is this pretty good fun (even for persons who will never see thirty-five again) but it is filled with wonderfully useful references to the preoccupations of the young. It is fun.

Such cannot be said of THE DEVIL CAME ON SUNDAY (Cassell. 16s.) nor, I think, would its author, Mr. Oswald Wynd, wish it to be said. This is a chronicle of one of those bleak Scottish towns, the thought of which allow us Sassenachs to sleep more warmly at night. The principal character is the son of the factory boss, who is just back from America with a clutch of new ideas and the action, while not sensational, has the stuff of family life in it with all the opportunities for malice, social interplay and ordinary kindness which that provides.

Mr. Humfrey Jordan is another of those authors, mentioned earlier, whose books are for connoisseurs but, in his case, the connoisseurs are either those people who know about ships from crew or passenger angles, or who quite simply like reading about the sea. FINISHED WITH ENGINES (Hodder and Stoughton. 15s.) is about both the sea and ships, in the climate of the merchant service and the tradition of the great liners. I liked it, but then I fit into those categories, and perhaps many of you may, too.

A LOVER FOR ESTELLE (Gollancz. 16s.) is by Miss Daphne Rooke, who, as I think I have said before, has an almost magical quality of evocation in her stories about Africa, as it is lived in by the English, not necessarily on safaris, on expense trips or in face-saving domiciles. She writes very well indeed, dramatically and with a sympathy which stops short of sentimentality.

The United States have never really settled back comfortably to assess the motives and the circumstances of the assassination of Abraham Lincoln, and that is easy to understand. Thriller fans want to know about the murderer, political estimators want to examine the causes, others want to know, plainly, what happened. Mr. David Stacton's THE JUDGES OF THE SECRET COURT (Faber. 18s.) goes some way to doing this and is well worth reading besides, even for descendants of the Confederate Army.

Finally, there is just room for a word about an exceptionally good thriller, OPERATION TERROR (Macdonald. 12s. 6d.), by the Gordons, a writing team who specialise in well-documented backgrounds. In this case, the scene is California and the greater part of the action is supplied by the F.B.I. who are tracking down a blackmailer and multiple murderer. Thrilling indeed.

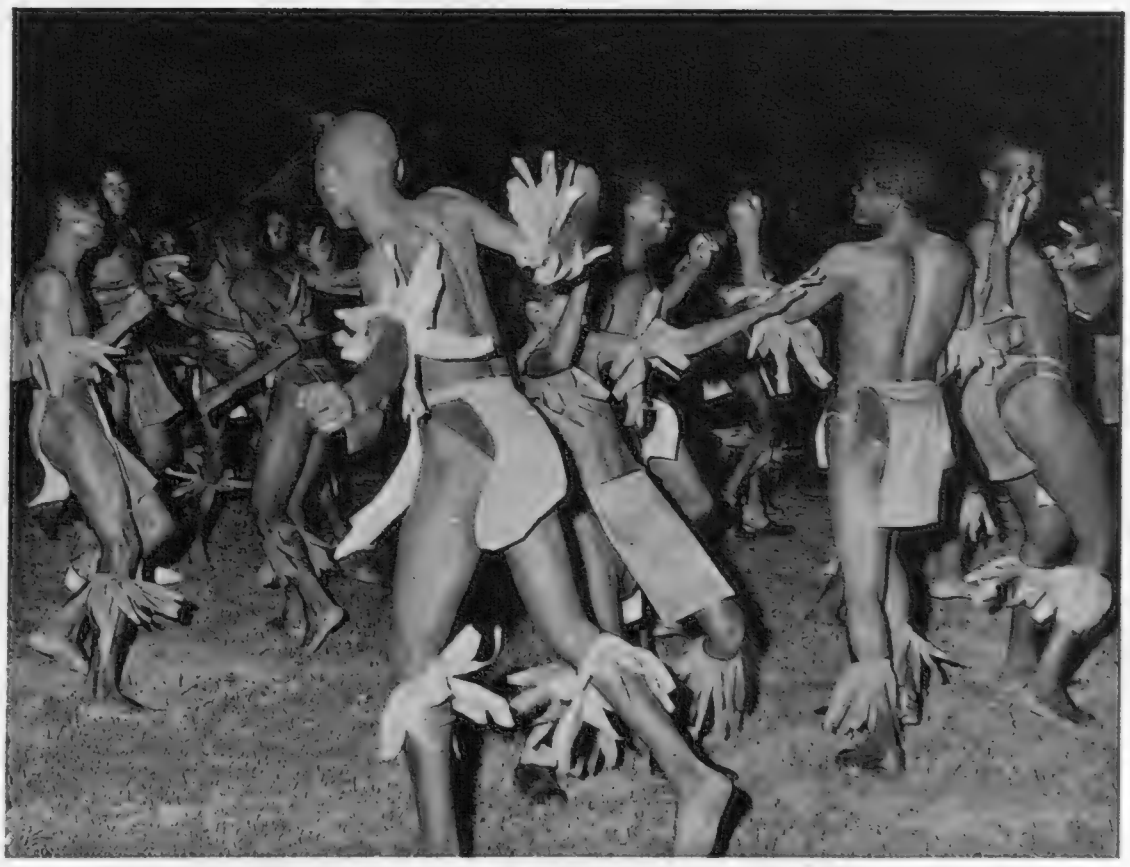
Vernon Fane

Noluju (Macbeth), played by Joseph Chazzah (right), listens to Nbekwane (Duncan), played by Elias Chikoto, in an African version of the play

Nowawa (Lady Macbeth), played by Mrs. Ruth Muchawaya, sleep-walks

MACBETH IN ZULULAND

An all-African version of Shakespeare's tragedy was given in the Glamis stadium in Salisbury earlier this year. The cast of 250 came from all walks of life. The setting was changed to Zululand at the time of the Zulu wars at the beginning of the last century, but apart from altering names of places and people, the text was left as Shakespeare wrote it. This full-scale production aroused much interest throughout Rhodesia.



Some of the 200 schoolboys taking part in the battle scenes

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

R. S. W. Clarke

Mr. Clarke succeeded Lord Sinclair of Cleeve as chairman of The Imperial Tobacco Company (of Great Britain and Ireland) Ltd. after the Annual General Meeting in 1959. Imperial is the biggest supplier of cigarettes and pipe tobacco in Britain. Its chairman is a member of the fourth generation of the old tobacco firm of William Clarke and Son, which was founded in 1830 and joined Imperial on its foundation in 1901. His father, the late Mr. C. S. Clarke, was the first leaf manager of Imperial and a member of the board and of the executive committee of directors. Roger Simon Woodchurch Clarke was born in 1903 and was educated at Osborne and Dartmouth Naval Colleges. He joined the company in 1922 and until 1949 served with the W. D. and H. O. Wills branch, becoming a member of its management in 1945. He was appointed a director of Imperial in 1944, a member of the executive committee of directors in 1949, and was elected deputy chairman in 1958. Mr. Clarke makes periodic visits to the company's branches, including its leaf tobacco buying organisations abroad, and he returned at the end of May from his first visit as chairman to the company's African leaf tobacco buying organisation in Rhodesia and Nyasaland. Mr. Clarke is interested in education and is on the Council of the University of Bristol. He is a former Master of the Society of Merchant Venturers. Married, Mr. Clarke lives at Codrington, near Chipping Sodbury in Gloucestershire

BUILDING ON AIR

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

One reason why aircraft manufacture has made such great incidental contributions to other forms of engineering, as by-products of its own research and development, is that it absolutely needs certain combinations of qualities that other forms of manufacture would be glad to have but could not afford to spend such efforts to obtain. The extremes of power that it seeks to get out of relatively small units are well known, and have had a considerable effect on other industries not only directly via the land gas turbine but also in the design of ancillary equipment for other forms of engine. Its effects on the miniaturisation of electronic equipment, and on the design of remote control gear, are less well known. But more general than any of these is the contribution of aircraft to the development of structural materials.

"We deal in extremes in this business," an aircraft designer once told me. "Extreme strength and extreme lightness, mainly. Any engineer would like them, but in most industries you just accept that they aren't compatible. We can't afford to. We just have to get the best possible compromise." One of the compromises that has been developed over recent years for the aircraft industry, which is beginning to have wider applications, is the development of "sandwich" construction. This generally means using a panel of a given material which is not solid but has within two thin outer "slices" a filling of some considerably lighter material—or, more often, a filling of thin material bent or folded in such a way as to form some kind of honeycomb. The filling in the sandwich, therefore, may be solid, of some very light material such as balsa wood between two thin metal skins; but more often than not it will contain a very large proportion of air space.

This at once saves weight and considerably increases stiffness. Any thin sheet of metal or other material, on edge, is far stronger in tension —when you pull it from each end—than in compression. Pressure from each end, on a thin sheet of most materials, will simply make the sheet bow and buckle. But if you split the panel into two smaller sheets, and fix them on both sides of a lightweight core, you can make these materials stand nearly as much force under compressive loads as in tension. You get a stiff panel that does not buckle under quite severe pressures from each side.

You can make the filling of these sandwiches in a variety of ways, and out of materials that are quite fragile in themselves. Honeycomb structures on end between the two facing panels are the most frequent, perhaps; these have been made in a range of materials from resin-impregnated paper to stainless steel and titanium. Various forms of corrugation between outer walls are used in metal sandwich sheets. In wood there are the solid cores of light wood used in various forms of blockboard, and there is one sandwich with a "curled wood" filling —thin strips of wood curled into spirals and glued on end between two outer facings of wood, plastic, or light metal.

Whereas the aircraft designer is mainly after achieving strength with a minimum of weight, there are other properties that these sandwiches can provide—insulation against heat and noise, and in certain cases against electricity. In these forms of sandwich board, where insulation is one of the requirements, one often uses as the filling another kind of product that has a large amount of air built integrally into it—foam of one kind or another. This can be rigid or flexible: it can be made of several kinds of plastic and certain kinds of mineral building materials. These cellular materials are coming into use in their own right—without the outer slices of the sandwich—in a variety of industries.

The biggest tonnage of foam produced—mainly polystyrene and polyvinylchloride foams—is for a use that requires the very reverse of stiffness—i.e. in mattresses and other forms of upholstery. Foam mattresses have not as yet made quite the inroads into British bedrooms that their makers would like, but their use is increasing steadily, with the plastic foams reinforcing the initial advance of latex rubber foams. But in upholstered furniture, where the customer has other things to take into account, such as shape and style, as well as the form of springing to which he may be accustomed, British conservatism about new materials does not have quite the same effect. A large proportion of new upholstered furniture gets its "springing" from rubber or plastic foam; this material is particularly well suited to some of the lightweight modern designs of chair and settee.

From softness and flexibility to rigidity and bulk —one can ring the changes with the plastic cellular materials as one wishes. Rigid foam made from polystyrene or P.V.C. can be used for packaging, for insulation, and for moulded products where toughness is required without much weight. Cellulose acetate and synthetic rubber foam go into specialised uses. These plastic foams are produced in a variety of ways—and can be "foamed" on the spot for "one-off" applications in construction.

So far, sandwich and foam materials of this type have only been used for specialised interior or insulation purposes in British building. But cellular foam structure is now being used in the more conventional and workaday building materials too. The Costain group has just introduced into this country a cellular "concrete" called Siporex, which has been in use on the Continent for some years. This is a process which forms cement and silica into a lightweight structural material, sold in slabs, blocks and lintels, with somewhat remarkable constructional properties. It is significantly lighter than concrete of similar strength; it hardly absorbs water at all; it is soft enough to be worked cleanly with ordinary woodworking tools; it will not burn and is a good insulator against heat; and it comes smooth enough to be painted or wallpapered direct without the need for plastering.

Constructional materials of this kind have not merely advantages once they are in place in the building; they considerably assist the speed and the ease of the building operation itself. The standard slabs of cellular material can be handled by workmen alone without the need for elaborate lifting gear; construction is practically "all-dry" and hence less affected by wet weather than methods of construction involving ordinary cementing; and structures specially designed to make use of these materials can therefore be erected extremely quickly. Technical progress such as this in the structure of materials gets less publicity and is inherently less glamorous than the development of, say, vehicles that go faster and farther or electronic devices that can perform marvellous tricks without human attention. But it is no less vital; and its ramifications, over the years, go perhaps even wider, in renewing the existing techniques of the basic, conventional industries no major country can do without.

Siporex roof slabs are being used in the construction of a new laboratory which is being built for Nottingham University by Richard Costain (Construction) Ltd. **Below:** Gracemount Church, in Edinburgh, is the first church in Britain to be built almost completely of Siporex, from roof slabs to building blocks. Siporex is a cellular "concrete" structural material, in use on the Continent for some years

FASTEST GROWING INDUSTRY

By **STANLEY F. STEWARD**

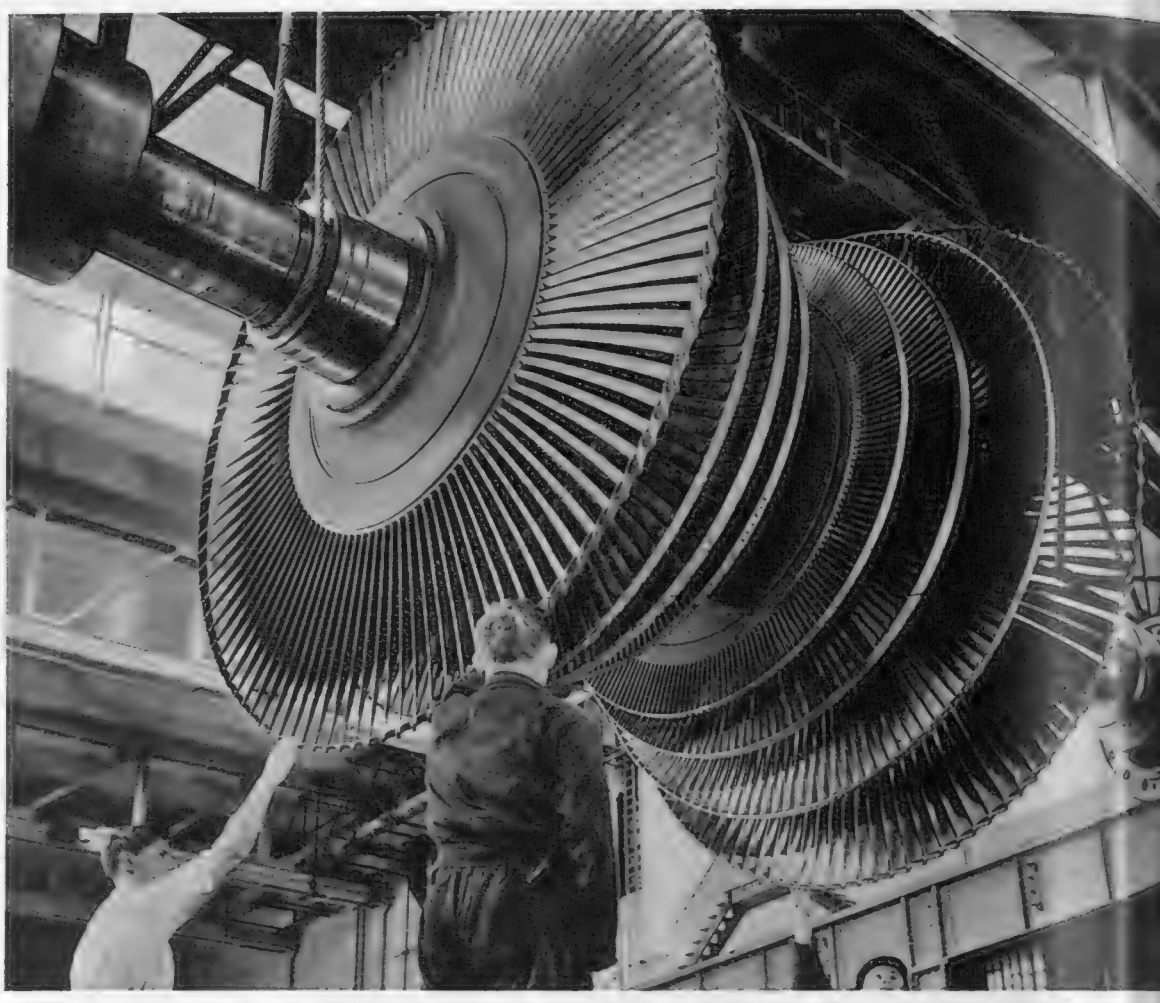
The British Electrical Power Convention—the annual "Parliament" of the electrical industry—opens at Eastbourne on June 12, when representatives of forty-one organisations will discuss the theme "Electricity in the Prosperity and Welfare of the Nation." One of the papers will be presented by Mr. Stanley F. Steward, C.B.E., Director of the British Electrical and Allied Manufacturers' Association, which this year celebrates its Golden Jubilee.

In this special article for "The Sphere," Mr. Steward discusses the part played by the electrical industry in our national life and economy.

British electrical and allied manufacture is a vast technical industry. Its products range from light switches to nuclear power plant and include electronic controls, which bring automation to industry, and electric household appliances which have such a great influence on our way of living. The industry thus holds a key place in the economic and social life of the nation. Electrical manufacture is, in fact, Britain's fastest expanding major industry. Output has now reached £1,600,000,000 a year, and exports at nearly £300,000,000 represent over 10 per cent. of Britain's total shipments of manufactured goods overseas. The industry employs nearly 800,000 workers and one in five of all the qualified scientists and engineers working in British manufacturing industry.

A heavy responsibility, therefore, rests upon the industry, and the way in which this has been accepted and has stimulated electrical development can be seen from the rapid rate of progress achieved in recent years. As an industrial nation importing a great part of our raw materials, we depend for our success on the export of highly processed and technically advanced products—in fact, just the products which the electrical and allied engineering industry is well equipped to provide.

The demand for electric power continues to increase all over the world. Many countries in Asia, Africa, the Middle East, the Commonwealth and Latin America are rapidly developing not only their natural resources but also secondary industries which require power supplies and the most advanced equipment to utilise this power efficiently for productive purposes. British electrical manufacturers, determined to maintain a lead in technical design and performance, have spent increasing sums on research and development.



The low pressure rotor of a 120 MW reheat turbo-generator is lowered into position at the Northfleet Generating Station of the C.E.G.B. Six identical sets for Northfleet are being supplied by G.E.C.

The industry almost doubled its rate of expenditure on research between 1955 and 1958. Taking into account the rate of growth since then, together with expenditure by other organisations such as the Central Electricity Generating Board, it is estimated that current expenditure on research and development in electrical engineering is more than £80,000,000 a year. Over £15,000,000 have been spent in recent years on laboratories and specialised factories for railway electrification alone, and it has been estimated that research and development account for about 30 per cent. of all nuclear energy costs.

Manufacturers also realise that a steady expansion in exports of technical products depends on technical operating skill in the countries in which the equipment is to be used. Facilities have been provided for the technical training of overseas personnel who will ultimately be responsible for the operation and maintenance of British electrical plant, equipment and rolling stock.

A major field of technical development has been in the design and manufacture of power plant and transmission equipment. The largest generating sets which have now been developed provide nearly ten times the output of the standard sets of 1948 and, in relation to output, they are cheaper to build, weigh less and take up less space. This is expected to result in a 20 per cent. reduction in the capital cost per kilowatt of the giant sets to be installed in Britain in 1963, compared with the average

A stator winding machine used in making small industrial motors at the English Electric Company's Bradford plant

At the Kariba hydro-electric scheme on the Zambezi River a Ferranti transformer for transmitting power from Kariba Dam.

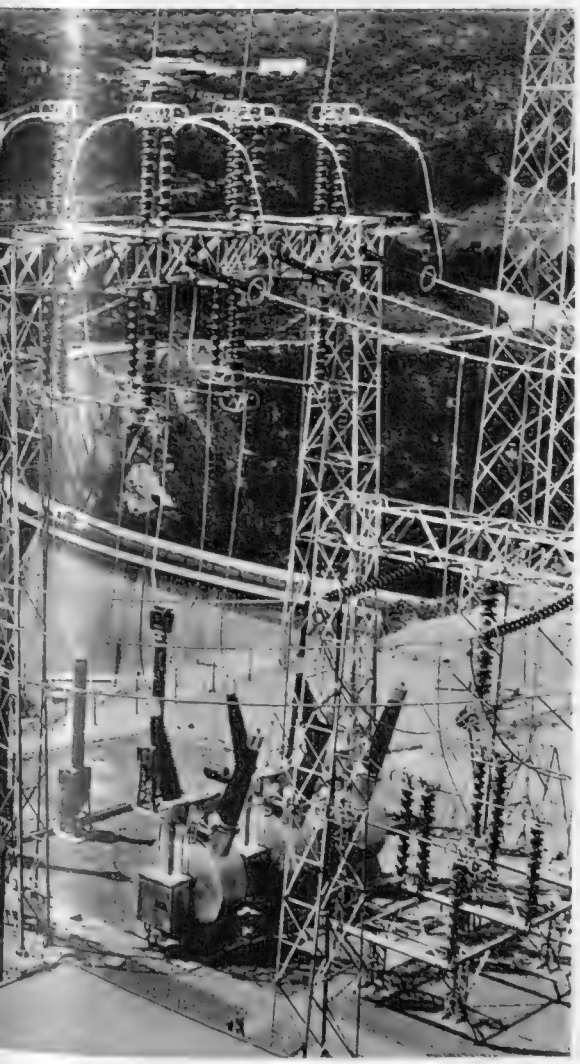
for 1960. Each of these great sets of 550 megawatts is sufficient to supply all the electricity required for a large industrial city.

A similar trend towards larger units is evident in many countries where the integration of main transmission networks permits the transfer of large blocks of power over long distances. Thus these developments not only keep down the price of electricity at home but also help to ensure that the industry maintains a technical lead in overseas markets. An increasing proportion of orders from abroad for new generating plant is for sets of 60 megawatts and over, and during the past year record exports of turbo-generating plant included large sets of 200 and 300 megawatts delivered to North America. More than one-third of the total capacity of generating plant produced in Britain is despatched overseas.

Similarly, important advances have been made in the design and manufacture of transformers and transmission lines and equipment for operation at progressively higher voltages. Since the National Grid was constructed for operation at 132,000 volts, British manufacturers have developed equipment rated at 230,000 volts for Finland, 330,000 volts for Kariba and 380,000 or 400,000 volts for the British Supergrid. Exhaustive tests have been carried out on transformers relating to system voltages of 500,000 volts and over.

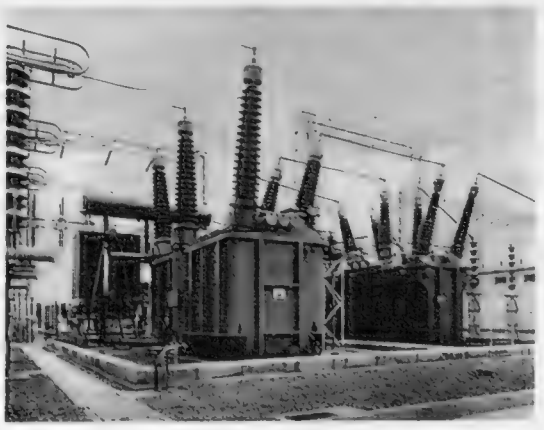
One of the fastest growing sectors of the electrical industry is concerned with the manufacture of domestic appliances. Output of these electrical appliances last year was worth £165,000,000, of which 20 per cent. was sold overseas. This output is more than four times the level of 1948, and demonstrates the importance to the country of this " growth " industry which offers great scope for expansion in the years ahead and an increasing contribution towards solving our balance of payments problem. To compete effectively, however, the industry must have long production runs based on a steady, continuing home market. Frequent changes in hire purchase controls have disrupted planning and hampered manufacturers in their efforts to break into export markets,

Checking the alignment of the shaft for a 110,000 h.p. pump at English Electric's works at Netherton. The company is the main contractor for four of these pumps to be installed at the C.E.G.B.'s Ffestiniog Pumped Storage Scheme



round, 330 kV A.E.I. oil circuit breakers. **Right:** A 330 kV six 100 MV generators will be in operation in the scheme

At work in Australia—a Reyrolle 220 kV small oil volume circuit breaker



but it is evident that the Government now recognises the dangers of this.

The establishment of the Common Market and Britain's association with it is undoubtedly one of the most important trade issues of our time. It is of such great importance to the electrical industry that the British Electrical and Allied Manufacturers' Association (the B.E.A.M.A.) undertook a detailed survey of the Common Market for electrical products. This estimated that over the five years 1959-63 the installation or purchase rate of electrical products in the six countries will have increased by 44 per cent. and that domestic appliances worth £1,900,000,000 will have been purchased. Nearly one-quarter of total electrical and allied exports is shipped to the Continent, a little under half of this being to the Common Market countries. The proportion of exports to Europe is even higher in the case of domestic electrical appliances; Western Germany, for example, is one of our best customers for washing machines.

Tariff barriers arising from the economic division of Europe are not the only obstacles to the free flow of trade. Such matters as standardisation of products and components, common methods of approving appliances for safety and an exchange of information and statistics are all important in promoting international trade, particularly in technical products. The B.E.A.M.A., representing electrical and allied manufacturers in the United Kingdom, has close links with the manufacturers of Europe through an organisation of the electrical and mechanical engineering industries known

(*Concluded on following page*)

One of the five high-speed diesel-electric Pullman trains of British Railways for which G.E.C. supplied all the electrical equipment. **Above right:** G.E.C. also supplied ten 25kV 3,300 h.p. main line high-speed locomotives

Left: A Newall 1,520 CC. jig borer fitted with A.E.I. three-dimensional continuous numerical control, by which the machine is operated electronically

Right: Electricity in the home—an Electrolux Dishmaid washing-up machine, which operates from any normal hot-water system

Right: Using the Goblin G.61 vacuum cleaner. It has a number of accessories for particular tasks

FASTEST GROWING INDUSTRY

(*Continued from previous page*)

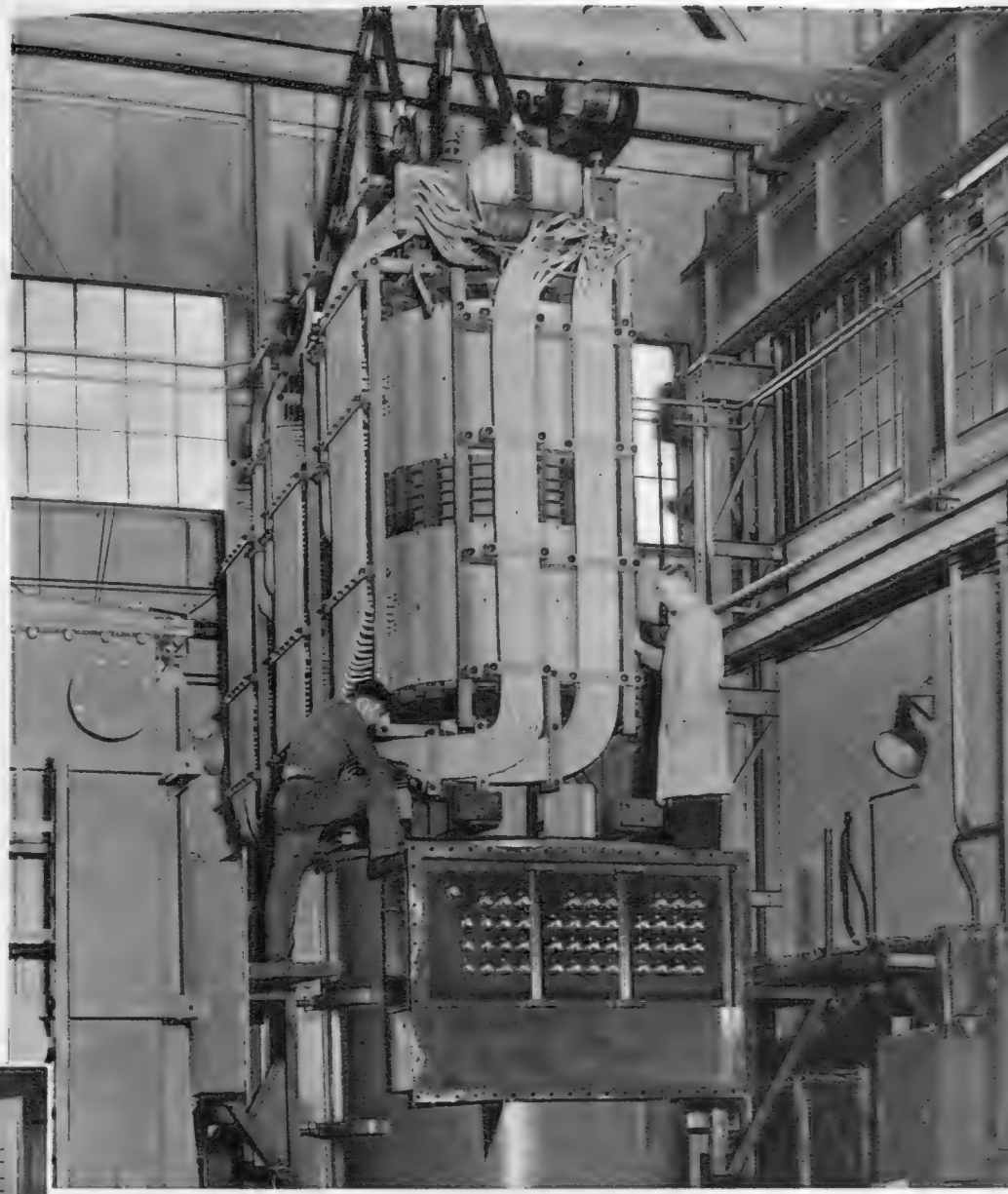
as O.R.G.A.L.I.M.E. (*Organisme de Liaison des Industries Métalliques Européennes*). An important part of the work of this organisation is to keep the engineering industries of the Common Market and E.F.T.A. countries together—to avoid developing an "exclusivity" and instead to prepare for a wider association in Europe in whatever form it may come. In this way industry can do a great deal, if not to anticipate decisions by governments, at least to bring about common practices and a co-operative climate of thought within industry itself.

The year 1961, which, incidentally, marks the fiftieth anniversary of the establishment of the B.E.A.M.A., is also a significant year in the development of the industry. Britain's early lead and the great resources invested by industry in the development of nuclear power will begin to bear fruit this year when the first full-scale nuclear stations at Berkeley and Bradwell make their contribution to the country's power supplies.

In the field of electricity generation, we are likely to see for some years to come the parallel development of nuclear power and conventional generation, together with further progress in the remote control of power stations and eventually of the electricity supply system. A pointer to the power stations of the future is given by the announcement of the 2,000-megawatt stations, each comprising four 500-megawatt single-shaft sets. These developments have been made possible by important technical achievements including improvements in cooling techniques, in producing large forgings and by solving problems of transporting components of great size and weight.

Continuing developments are taking place in the fast-expanding sector of the industry which produces electronic control equipment for industry, and the range of applications widens with the spread of automation and the modernisation of factories at home and overseas. In all these matters the B.E.A.M.A. plays an important part in the industry's progress by encouraging technical co-operation in standardisation and research, stimulating the development of education and training, by providing economic information and practical assistance to the industry in its export efforts.

Hard at work in the London Trunk Continental Exchange at Faraday House. Installation work was carried out by Standard Telephones and Cables Ltd.



The core and coil assembly of a Hackbridge and Hewittic transformer is lowered into its tank for final processing

Left: The latest type of Sandbach train describers system has been installed by Standard Telephones and Cables for the London Midland Region of British Railways. The describers display the train descriptions on the track diagrams. In step with the movements of the trains, the descriptions move across the diagram

Stages in the manufacture of the Keymatic automated washing machine at the Hoover (Washing Machines) Ltd. factory at Merthyr Tydfil, in Glamorgan. **Left:** Part of the assembly of the inner tub. **Centre:** Automatic spraying of porcelain enamel. **Right:** Carrying out multiple spot welding of brackets to the outer tub. The new production line for the washing machines cost £2,000,000 and employs a number of highly-advanced techniques, including special welding equipment and automated metal-finishing shops

GOOD LIVING

By Ganymede

I briefly mentioned some weeks ago that George and Iris Fuller, owners of the famous Vineyard Restaurant at Colerne, near Bath, have added a new interest to their activities. Only about a mile down the hill from the Vineyard is the old manor house of Cheney Court, built in the first half of the sixteenth century, and then rebuilt by the Speke family 100 years later. The house was derelict and partially roofless when George Fuller took it over about two years ago. An incredible amount of work has been put in. As a result of loving attention and perseverance coupled with a fine eye for decor and design I found most of Cheney Court restored to its past beauty when I visited it to see the restaurant and two bars which are now open and functioning. During the Civil War, Charles I bought the house as a safe retreat for Queen Henrietta Maria and the oratory and stoup for holy water are still there in the room she used as a chapel. The charming staircase with its dog-gate is also perfectly preserved after 300 years. Some beautiful fireplaces and much Jacobean panelling was revealed and has been restored to its original state by local craftsmen.

The whole setting of the house, and the tasteful historic interiors make Cheney Court an ideal background for good living. The Fullers, between them, are among the finest providers of wine and food I know. George is one of the greatest experts on wine and is a keen collector of rare and precious vintages. His wife, Iris, has made the Vineyard into a landmark for gourmets who are attracted by her unstinting, exquisite, but basically honest cooking. The wine list at Cheney Court is shorter perhaps, than it would need to be in a bigger place, but none the less it contains its Château bottled gems (at quite reasonable prices). Maître Christopher, the chef at Cheney Court, enlivens the very full *à la carte* menu with some interesting specialities. An example I have tried and found most attractive is " Roast Turkey with Pancake, Mushrooms and Cranberry Sauce," and another is a Bulgarian version of Breast of Chicken Véronique. Apart from the dishes of Eastern Europe there is a great selection of French and English dishes, some classic and some with a small original touch. Under the personal direction of George and Iris Fuller, Cheney Court is bound to become one of the greatest show-pieces in the West Country and an attraction to the tourist, for its wine, food and exceptional ambience.

Cheney Court, near Bath

Yugoslavia is one of the largest producers of wine. It ranks fifth in Europe and seventh in the world as regards vineyard acreage and quantity of wine made. Its viticulture dates back to before the Roman times, and there is evidence that the vine was cultivated in that area in the twelfth century B.C. One of the vineyards in the Lutomer district is called Jerusalem, after the Crusaders from Western Europe who halted there on their way to the Holy Land. They liked the good wine and other things the country had to offer, and, instead of continuing with their warlike mission, they settled there. On the tops of the hills they built little churches to expiate the abandonment of their holy intentions. They said the local wine was "*si bon*" and their compliment is the origin of the name of one of the indigenous cépages, the Sipon.

Before the break-up of the Austro-Hungarian Empire many of the wines were marketed as Austrian or even German wines by the absentee landlords, and only since the two wars, with improved viticulture and wine-making methods, have Yugoslav wines become recognised and shipped abroad under their own colours in growing quantities. They were introduced to this country in 1949 by Mr. Richard Teltscher, one of the former great wine-experts and tasters of Central Europe, who now has his headquarters in London. Since then, Yugoslav wines have become popular here for their reasonable prices and good quality. I was reminded of them at a recent tasting put on by Mr. Teltscher's firm and I found the samples of Yugoslav Riesling (about 7s. 6d.), the bone-dry Pinot (9s. 6d.), the Lutomer Riesling (8s. 6d.), the Lutomer Traminer, with its fine bouquet (11s. 6d.) and Tigermilk (9s. 6d.), a rich Spatlese, as attractive white wines as ever, and extremely good value.

INDUSTRY AND THE STOCK MARKET

CEMENT GROWTH

By "THE SPHERE" CITY CORRESPONDENT

" What is good for Great Britain is, by and large, good for Rugby Cement." Adapting the well-known American quotation, this is how Sir Halford Reddish, chairman of the Rugby Portland Cement Co., indicated the benefits for the industry that are expected to emerge from the further expansion in building activity. Last year, home demand for cement increased by about 6·7 per cent., but the industry is looking for a 10-15 per cent. expansion in 1961. Rugby Portland, for example, reported a 38 per cent. sales increase in the first three months of this year, reflecting a substantial rise in constructional activity and relatively mild winter weather. Until a few months ago, Britain's cement industry was overshadowed by the uncertainties produced by the hearing of the Restrictive Practices Court. In January, however, the Court stated that the arrangements of the Cement Makers' Federation were not contrary to the public interest and that the price-fixing scheme did confer a definite and substantial benefit on the public.

Overall prices fixed by the industry were accepted as reasonable and it was agreed that the average price of cement would have to rise by 25s. to 40s. a ton if unrestricted price competition were to emerge. This judgment was a striking endorsement of an industry whose two characteristics are first, the high ratio of capital to output, and secondly the point that cement is not an end product. Principal use for cement is as a constituent of concrete.

Britain's cement industry is headed by the Associated Portland Cement Manufacturers group (which includes British Portland and Alpha Cement) and is widely known for its trade name of " Blue Circle." A.P.C.M. is the largest cement manufacturing and distributing organisation in the world, and probably accounts for 60 per cent. of the British market. Next largest is the Tunnel Portland group, believed to take about 13 per cent., while third place goes to Rugby Portland, with just over 7 per cent. of sales. The remaining 20 per cent. of the industry's home market is spread among a number of smaller manufacturers such as Aberthaw and Bristol Cement, Chinnor Industries and Ketton Portland Cement, which is controlled by the Thomas W. Ward engineering group.

Looking to 1961, which follows a busy year for the industry, the two main encouraging factors are the absence of criticism from the Restrictive Practices Court and the recent price increase to compensate for the higher oil prices that followed the budget. For these short-term reasons and the longer-term prospects of continued expansion in construction activity, Associated Portland shares feature in any diversified portfolio of leading equities. Sheer size of the group—its last balance sheet totalled close to £80,000,000—and its dominant position in the cement industry, make it one of the leading " blue chips " in the industrial share market. One feature of A.P.C.M.'s recent financial policy, dictated by Mr. John Reiss and his co-directors, has been the steady ploughing back of profits and the absence of any calls on shareholders for fresh finance. This has produced a correspondingly sharp improvement in the rate of earnings on shareholders' capital. Near-term prospects must await the chairman's review in the annual report, expected next month, but the overall outlook should prove encouraging. A.P.C.M. have been expanding their overseas interests, notably in Australia, New Zealand, Canada and Mexico, which should make an increasing contribution to profits.

Tunnel Portland, the second largest of the cement groups, also has large overseas interests, but it was only last year that profits started to recover from the setback of 1957-59. In 1960, the chairman, Mr. N. M. Jensen, announced major expansion plans to improve distribution facilities, but stated that the £3,000,000 or so involved could be financed out of available resources. Rugby Portland, the smallest of the Big Three in the cement industry, shows an impressive expansion in equity profits during recent years. Though it has interests in Trinidad, Australia and Canada, Rugby has suffered relatively little from fluctuations in overseas earnings. One investment feature of Rugby is the existence of "A" shares, issued in 1954, which only rank for dividends when profits reach £963,000 before tax and after ordinary shareholders have received at least £300,000 gross. This means that Rugby "A" shares should benefit relatively from further growth—though they would also suffer from any contraction—in the business. Given this growth history and expansion prospects, investors will not be surprised that current yields on cement shares are slender, ranging from only 2 per cent. on Rugby to 2¼ per cent. on A.P.C.M. and 2¾ per cent. on Tunnel. Buyers concerned mainly with income should therefore consider the smaller companies such as Chinnor, offering nearly 4 per cent. and Ketton (quoted in Sheffield) or Aberthaw, both of which can be bought to yield close to 5 per cent.

For investors interested in capital growth, the choice lies mainly between A.P.C.M. and Rugby. Associated is the leader in the industry and thus presents possibly more limited expansion possibilities compared with Rugby, but this is offset by the higher yield. For growth, Rugby "A" shares have strong attractions. Having received their first dividend, of 100 per cent., only six years ago, Rugby "A" shareholders now receive a payment two-and-a-half times as large. If expansion in the industry continues, Rugby "A" shares could prove an interesting investment.

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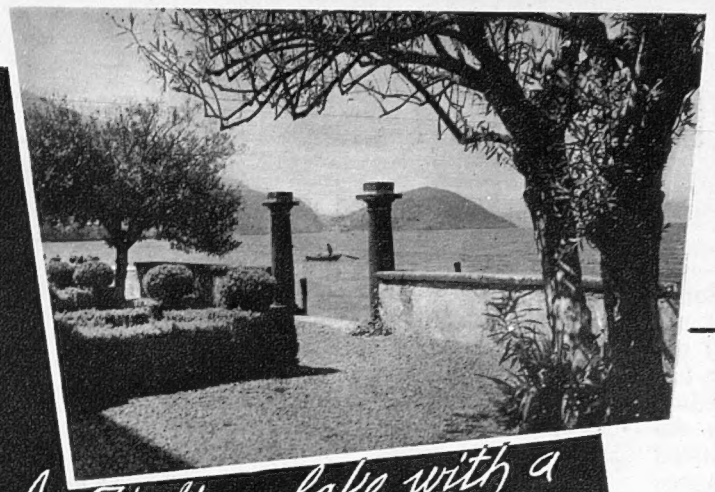

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MOTORING

REMODELLED SPRITE

Other new cars and motoring topics

By **COURTENAY EDWARDS**

I have just had an interesting trip to the South of France to try out a new version of the Austin Healey Sprite, which is probably the world's best-selling sports two-seater. It has lost its old bug-eyed look. The protruding headlamps have gone. In the new car the lamps are flush with the pleasingly restyled body. The luggage boot now has a lockable lid which opens out to give easy access from the outside. The 948-c.c. engine has been modified to give more power: 46·5 b.h.p. at 5,500 r.p.m. instead of only 42·5. This has been achieved by raising the compression ratio from 8·3 to one to 9 to one; the use of double valve springs and modified camshafts with high overlap; and by fitting larger inlet valves.

I enjoyed myself driving this exciting little car in the French Alps with the hood down. I had forgotten how well this fast runabout, designed by Mr. Donald Healey, holds the road, how safely it corners and how nicely it steers. The extra power makes a lot of difference to this willing product of the British Motor Corporation and I found the Mark 2 Sprite now accelerates from 0 to 60 m.p.h. in 18 seconds. Yet it is still an economical car, giving a petrol mileage figure of around 50 to the gallon at a steady 50 m.p.h.

The new Sprite's twin S.U. carburetters have independent air cleaners and a cold air intake. Power is transmitted through a 6¼-in. hydraulic clutch to a close-ratio four-speed gear-box and 7-in. hydraulic drum brakes, front and rear, provide a friction area of 68 sq. ins. Livelier throttle response has been provided by the use of an improved Lucas distributor with rolling weight advance mechanism. Polished aluminium is used for all bright parts on the body, including radiator grille and windscreen and sidescreen frames.

Safety harness attachment points are a built-in safety feature of this new Sprite and it becomes one of the first low-priced production cars to have them as a standard fitting. Other design features include sealed beam headlamps, bucket seats, an anti-dazzle fascia, flexible steering wheel, quickly detachable sidescreens with sliding window panels, neat stowage of the easily-folding fabric hood, and extra luggage space behind the seats. The standard model costs £641 9s., tax included. That is £10 more than the old Sprite. For £14 extra you can get a de luxe model with bumper over-riders, adjustable passenger seat, screen-washers (which I think should be standard on all cars) and a revolution counter.

During my visit to the Riviera I also tried out the new Austin Healey 3000 Mark 2 which costs no more than the old one (£1,168 9s. including tax for the two-seater) but has more power (132 b.h.p. instead of 124, thanks to the use of three carburetters, a new camshaft and stronger valve springs) and has an improved front end. The twin-carburetter version of the 6-cylinder, 2,912-c.c., B.M.C. engine formerly used by the Healey 3000 accelerated the car from 0 to 50 m.p.h. in 8½ seconds. The Mark 2 model, with its three carburetters, does it in 7·2 seconds and propels the car from 0 to 90 m.p.h. in 26½ seconds compared with 27½.

The new big Healey has safety harness attachment points (soon to become a standard feature of all B.M.C. cars), powerful 11¼-in. disc brakes on the front wheels and what is discreetly called an "immobilisation device" in the luggage boot. "Once the power supply is switched off and the boot locked, the car may be left without fear of theft," a proud B.M.C. spokesman claimed as he introduced me to the latest version of a car which has gained laurels for B.M.C. in many tough rallies. The four-seater version of the Mark 2 Healey costs £1,175 10s. and a Laycock de Normanville overdrive is available as an extra (and well worth having) for £66 8s. Other optional extras include a fibreglass hardtop and wire-spoked wheels.

The Austin Healey Sprite Mark II has built-in headlamps and a more powerful engine. Price, with tax, £641 9s

One of the new 350 c.c. B.S.A. lightweight motor-cycles, with sidecar, ordered by the A.A. for use on holiday routes carrying heavy traffic. The fifty machines, which are equipped with radio, were in service for the first time over Whitsun, either solo or with sidecars

At a London party the other day Mr. L. J. Barnett, managing director of Total Oil Products (Great Britain) Ltd., gave an impressive progress report on what this offshoot of the big French oil company has been doing since it opened its first filling station less than six months ago. Mr. Barnett was able to state that they would soon be opening their fiftieth filling station and that by the beginning of December this year there will be about 100 in operation.

Total have taken over the City of London's first automatic car park: the Zidpark, with accommodation for nearly 500 cars, which Myton Ltd., a member of the Taylor Woodrow group of building and civil engineering companies, have built in Upper Thames Street, near Southwark Bridge, as part of a £750,000 project which also incorporates a seven-storey office block with ground floor showrooms and a public house. The French oil company also have a direct interest in a 1,000-car park which is being built at Leicester. Mr. Barnett also told me that Total are introducing in Britain prefabricated filling stations of mainly timber construction. They are, for a start, building two of them in Essex: on the A.13 near Purfleet and at Aveley. All the components for these stations are brought ready-made to the site, including plumbing and electrical fittings.

Total are also providing self-service areas at filling stations where the forecourt is big enough. "Up to now," said Mr. Barnett, "British motorists have had to put up with a standard of service at filling stations that was among the lowest in Western Europe. We have some good ideas for improving this and one of these is our plan for self-service areas. Many British motorists, unlike those on the Continent, prefer to see to their own cars, and in our self-service areas we shall make available air for tyres, water for radiators and batteries and a vacuum-cleaner to tidy up the inside of the car."

A notable feature of the new 1,340-c.c. Ford Classic, which will be on sale in the U.K. in two weeks at a price, including tax, of about £750, is the efficiency of the windscreen-wipers. Here is a component which makes a big contribution to road safety but which is often neglected by motorists who never seem to think a wiper blade will ever wear out. The blades on the Classic are of a new Trico-Folberth design which is intended to solve the problem of screen blades "lifting" from the glass at certain speeds. This is an aerodynamic problem and by altering the shape of the blade's metal sheath Trico have found a way of harnessing the air pressure to force the blades against the screen and keep them there.

The Classic also uses—for the first time on a British car—a new Lucas electric wiper motor which has a variable speed control. On the de luxe models of the Classic the wiper switch incorporates a washer control. You turn to vary the wiper speed and push to get jets of water for the screen.

Briefly. . . . Mr. Anthony Barclay, elder son of Mr. Jack Barclay, the world's largest Rolls-Royce and Bentley retailer, was married at St. Michael's Church, S.W.1, to Miss Wendy Varley, of Bray-on-Thames. . . . No British motorist who is taking his car to Italy should fail to carry with him a copy of the new English edition of the Michelin Green Guide to that agreeable country. The Dickens Press, E.C.4, 15s.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Ingram House, 13–15, John Adam Street, London, W.C.2.

I'M THE KING OF THE CASTLE! This boastful utterance may remind you of a game we played in our childhood. It came to my mind on receiving a letter from an American correspondent who sought advice on some castle hotels they could stay in while touring Britain this year. Whether they had to have an historic atmosphere embracing dungeons, boiling oil, an active ghost or two, I know not, but reading between the lines there was no doubt they did wish to make sure of their creature comforts.

My mind first turned to *Dornoch Castle Hotel* on the north-east coast of Scotland, which dominates the town and Firth of its name. Curiously enough, it was built by the Bishops of Caithness about 1250 and though rebuilt in 1550, the dungeons of the original castle still remain and now house the hotel's wine cellar.

Here can be experienced in 1961 the romantic and militant background of a castle, the homeliness of a country house and the modern appointments of an hotel—even to central-heating and electric light which operates from dungeons to ramparts.

All overseas visitors want to have a peep from without of Balmoral and as accommodation on Deeside in the heart of the season is not easily come by, let us travel twenty miles north-east to another castle, now an hotel and introduced to me by another American reader, *Kildrummy Castle Hotel*, Mossat, Aberdeenshire. Look up Mossat on a map of Scotland. You will find it 35 miles north-west of Aberdeen, conveniently located for touring the coastlines of Morayshire, Banffshire and Aberdeenshire. The fishermen here should soon feel on top of the world, if conditions are right, for the hotel has a three-mile salmon and trout beat on the River Don. The present mansion only dates from 1900, so there is nothing grim or draughty about the castle. On the contrary, it is most comfortable, has oil-fired central-heating, three rooms with private bathrooms and three comfortable lounges where relaxation is always heavenly after experiencing Mrs. K. M. Pimm's catering.

Here, from our experience, is an ideal retreat free from the noise of modern day traffic and should you be interested in rock- and water-gardening, *Kildrummy Castle* has something worth travelling through space to see.

Before leaving Scotland make special note of *Stonefield Castle Hotel*, Tarbert, Argyllshire, overlooking Loch Fyne. Any romance there may be about it is centred on a modern age, for it is much sought after for honeymoons. As opposed to age, freshness is the keynote, for Mr. and Mrs. G. Ross and their family can draw on their home farm for fresh vegetables, eggs, milk and cream and Mrs. Ross does all her own baking. Spotless kitchens, freshly furnished bedrooms and over 100 acres of woodland and gardens. For those without a car this delightfully situated hotel can be reached by Clyde steamer from Gourock.

Now let us turn our thoughts to Ireland and back to ancient dungeons and modern drapes. On the lovely Antrim coast road, four miles north of Larne, is *Ballygally Castle Hotel* or, as it is often known to-day, *Candlelight Inn* for as in olden days a lone candle invited the wayfarer to step in and enjoy warmth and sustenance, so the candle is the main theme throughout the castle-cum-modern luxury hotel.

In the original castle section is the Dungeon Bar encased by walls 4 ft. thick, a splendid place for spooky people to be locked in overnight, for the wine stock is comprehensive, there are banquette sofas and the warmth and glow of an enormous log fire.

From the past one steps into a contemporary age. By stone stairs and corridors carpeted in deep amethyst one repairs after dining by candle-light to one's bedroom, each the last word in detailed luxury. Hand-painted linen curtains in black and pink toned in with a grey fitted carpet, pink sheets, soap and towelling.

Now we must cross the border to Eire's west coast for yet another hotel with a castellated environment, viz., *Ashford Castle Hotel*, Cong, Co. Mayo, which I have more than once described as Ireland's most spectacular fantasy. Designed and laid out originally by the Guinness family, it is a fascinating make-believe, complete with portcullis, drawbridge and battlements.

It is, of course, of its development as an hotel that I am here concerned. Open in all seasons and planned to suit every taste, it is to-day an admirable example of what enterprise, enthusiasm and a practical hotel education can achieve. Noel Huggard, who is Resident Managing Director, is one of the Huggard family, well known in Irish hotel circles, through whom, aided by his wife, *Ashford Castle* has become a luxury establishment of international repute.

Within, the Huggards are constantly adding to *Ashford Castle's* amenities. Facilities are provided for dancing, billiards, table-tennis and a weekly picture show in the hotel's own theatre. Out-of-doors sporting pursuits embrace fishing, shooting, boating, swimming, sailing, riding, golf and tennis.

In this atmosphere of medieval days, high standards of catering are practised and of the bedroom appointments, twenty-one of the forty modernly appointed rooms have private bathrooms.

In England I do not know of any actual castles that have been converted into hotels, though *Tregenna Castle Hotel*, St. Ives, in South Cornwall, has an eighteenth-century castellated exterior and one can there enjoy the spaciousness and comforts that one looks for in castle luxury. Open all the year, this hotel offers a luxury holiday and at all seasons provides a tremendous variety of recreational facilities with hard and grass tennis courts, squash, badminton and a nine-hole pitch-and-putt course. Of the ninety bedrooms, thirty-two have private bathrooms.

Nor must we forget whilst in the West Country the *Castle Hotel* at Taunton, in Somerset, whose historic roots go back to somewhere around A.D. 688. Much of the present building has a medieval environment in which modern comforts have been cleverly incorporated. A busy tourist and business centre, the fifty-two bedrooms of this *Castle Hotel* are mostly in use the whole year through.

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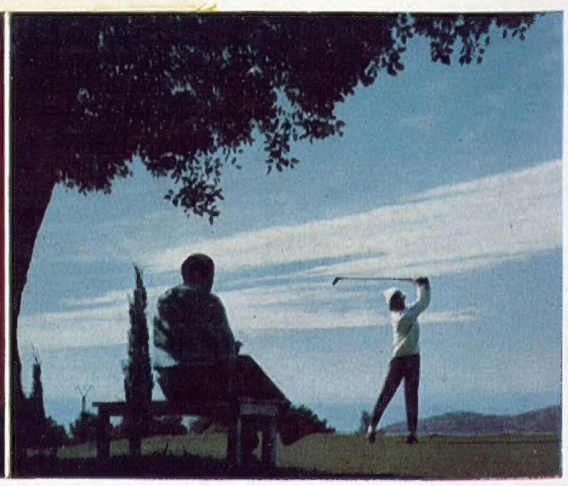

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